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日四廿月四年子甲

HONGKONG, TUESDAY, MAY 27th, 1924 式拜禮

號七廿月五年三十國民華中

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WEEK DAYS			
7.00 a.m.	7.10 a.m.		
7.30 " "	7.40 " "	every 15 minutes	Stopping
8.00 " "	8.10 " "	" 10 "	" /pass
	8.30 " "		Non Stop
	8.37 " "		Stopping
	8.47 " "		Non Stop
	8.54 " "		Stopping
	9.04 " "		Non Stop
	9.11 " "		Stopping
	9.20 " "		Stopping
9.30 a.m.	10.00 " "	every 10 minutes	Stopping
11.30 " "	12.00 p.m.	" 15 "	" /pass
	12.40 " "		Non Stop
	12.47 " "		Stopping
	12.57 " "		Non Stop
	1.04 " "		Stopping
	1.13 " "		Non Stop
	1.20 " "		Stopping
1.30 p.m.	4.00 " "	every 10 minutes	Stopping
4.00 " "	4.20 " "	" 15 "	" /pass
4.30 " "	6.30 " "	" 10 "	" /pass
	6.40 " "		Non Stop
	6.47 " "		Stopping
	6.57 " "		Non Stop
	7.04 " "		Stopping
	7.13 " "		Non Stop
	7.20 " "		Stopping
	7.30 " "		Non Stop
	7.37 " "		Stopping
	7.47 " "		Non Stop
	7.54 " "		Stopping
	8.03 " "		Non Stop
	8.10 " "		Stopping

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COMING APPROACH OF MARS.

WHAT WE KNOW OF OUR NEIGHBOUR.

On August 23rd next Mars will make one of its closest approaches to the earth within the present century. The two planets will be separated by about 33,000,000 miles, which is, cosmically speaking, a mere trifle.

Every two years and two months Mars is in "opposition" to the sun—that is to say the sun, the earth, and Mars are in a straight line, with the earth in the centre. The planet then rises at sunset, crosses the meridian at midnight, and sets at sunrise; and for some months before and after these oppositions the planet is a prominent object in the night sky and is carefully watched by astronomers located in various parts of the earth.

So far as distance is concerned, however, all oppositions of Mars are not equally favourable. As we all know, the earth's orbit is not a circle but an ellipse, and our world is, as a matter of fact, three million miles nearer to the sun at mid-winter than at mid-summer—the heat which, by the way, mitigates the cold of our northern summers and the cold of our northern winters. The orbit of Mars is considerably more elliptical than ours is, and its distance from the sun has a greater range of variation. Now it is evident that the earth and Mars come nearest when Mars is at a point of its orbit near to and the earth at a point far from the sun. On the whole, an opposition of Mars is favourable, so far as distance is concerned, if it occurs in July or August, and unfavourable if it falls in January or February. There are, however, so far as we in the northern hemisphere are concerned, other factors to be considered. When Mars comes to opposition in late summer it is traversing the lower zodiacal constellations and does not rise above the horizon, while in late winter it rises high in the sky and is actually more easily picked up by the casual star-gazer than on the occasion of the favourable oppositions of late summer.

A SUNDRY WORLD.

At the same time, so far as the earth as a whole is concerned, these near approaches are very favourable, and the astronomers farther south will have the opportunity of seeing Mars at its closest when the disc is at its maximum of apparent size.

Mars is not actually our nearest planetary neighbour in space, as Venus on occasions comes as close as 26,000,000 miles. But on these occasions the dark side of Venus is turned towards us, and we can see nothing; while Mars, at closest approach, is fully illuminated. As a consequence we know much more about Mars than about Venus. Concerning the latter planet, indeed, assured knowledge is very slender.

Mars is considerably smaller than the earth. Its diameter is about 4,200 miles, and its volume less than two-tenths of that of the earth. Like the earth Mars is enveloped in an atmosphere of appreciable extent and density, but this atmosphere is much clearer and thinner than ours. Compared to our cloud-laden planet, Mars may well be described as a world of blue skies and bright sunshine. And this despite the fact that at a distance of about 40 million miles farther from the sun than the earth it receives considerably less light and heat than we do.

The Martian surface has been carefully scrutinised and charted for about 200 years. The most prominent features of the disc are the two round white spots at the north and south poles, which were detected as long ago as 1719. These spots are observed to increase and decrease in accordance with the Martian seasons. Thus in winter in the northern hemisphere the cap is very extensive. As the spring comes the cap shrinks, and by mid-summer it is a tiny white point. Indeed, on more than one occasion it has been observed to disappear altogether. Quite obviously these polar caps are the Arctic and Antarctic snow fields of our neighbour world. As the caps melt there are usually seen surrounding them broad blue belts. These are evidently open polar seas, formed by the melting of the snows. As a matter of fact these temporary bodies of water are the only seas on the Martian surface.

THE CANALS.

For on Mars the Apollonian vision is realised. These are no more sea. The blue-green areas which the earlier observers such as Herschel, Mailler, Dawes, and Proctor believed to be oceans are now definitely known to be vegetative in nature; for they change colour and their boundaries shift as the seasons progress. The reddish-orange portions which form the greater part of the planet's area are simply deserts—analagous to barren regions like the Sahara on our own planet. The monotony of the deserts, however, is relieved by the remarkable network of lines known as the canals. These were discovered by the great Italian astronomer Schiaparelli, all at the favourable opposition of 1877, and on subsequent occasions he discovered many more. Even greater numbers have been detected by Flammarion, Lowell, Pickering, and other astronomers. Still more remarkable than the canals themselves are the "oases," the dark spots at the junctions of two or more of the canals.

The canals were believed by Schiaparelli to be waterways lined on either side by banks of vegetation. Undoubtedly what we see is the vegetation, for the lines become distinctly more prominent after the melting of the polar snows during the summer season, and some of the less prominent of them fade out altogether in the winter season. Controversy has raged for years as to the real nature of the network of lines, and as to what the canal system actually signifies.

(Continued on next column.)

THE THINGS WHICH ARE BAD.

CHINA'S CRUDE CHOICE IN WESTERN CIVILISATION.

TAGORE ON EASTERN LAZINESS.

On the advice of his physician, Dr. Rabindranath Tagore, has cancelled all his public and private engagements and after his last lecture at the Chen Kwang Theatre, he left for the Western Hills.

Speaking before the largest crowd he has yet had in Peking, the poet took as his subject, "Judgment." He said that the European War, which spread all over the world, showed not as it was explained, that it was caused from the outside but rather that its cause was in the inside and that Europe was suffering from a cancerous growth within her own nature.

Therein lay Asia's opportunity. It depends upon Asia to exercise judgment in what she takes from the West, judgment in this case, being a discrimination as to what the East can assimilate, with a rejection of what it cannot.

Up to the present time, said Dr. Tagore, this judgment had been weak and hence it came about that not only have Westerners attempted to foist Western things upon the Orient, but Easterners themselves have tried it, and here in China we saw the suspension of judgment or rather the non-exercise of it. We saw the Chinese who have made some of the most beautiful things in the world, remarkable craftsmen, remarkable artists, showing utter crudity in their choice of Western objects of art and of Western furniture; thus exemplifying in modern China a laziness and idleness which is uncivilized, and which helps to devastate China.

There has also been in the East, said the speaker, a suspension, or rather a non-exercise of moral judgment. All of this must stop. The East must say to the West, "You may force us to use your things, but we will judge you." We refuse to humiliate ourselves any longer before your shrines of wealth and strength. We have done the West great injustice because we have not given it of our best. We have not seen the great in the West because we have not seen the great in ourselves.

Mars turns on its own axis in 24 hours 37 minutes 22 seconds. Its day is therefore only about 40 minutes longer than ours. In addition, the axis is tilted to the plane of the planet's orbit by almost the same amount as our earth's axis. Consequently the seasons conditions are much the same there as here. Only the year is nearly double ours in length—687 days to our 365,—and each season is about twice as long as its terrestrial counterpart. The question naturally presents itself to us whether the planet is inhabited by any forms of life. Vegetation we know exists there. Do animals? Do beings akin to man? There are questions to which no definite answer can be returned. All we can say with certainty is that there seems no reason why such a world should not be inhabited.

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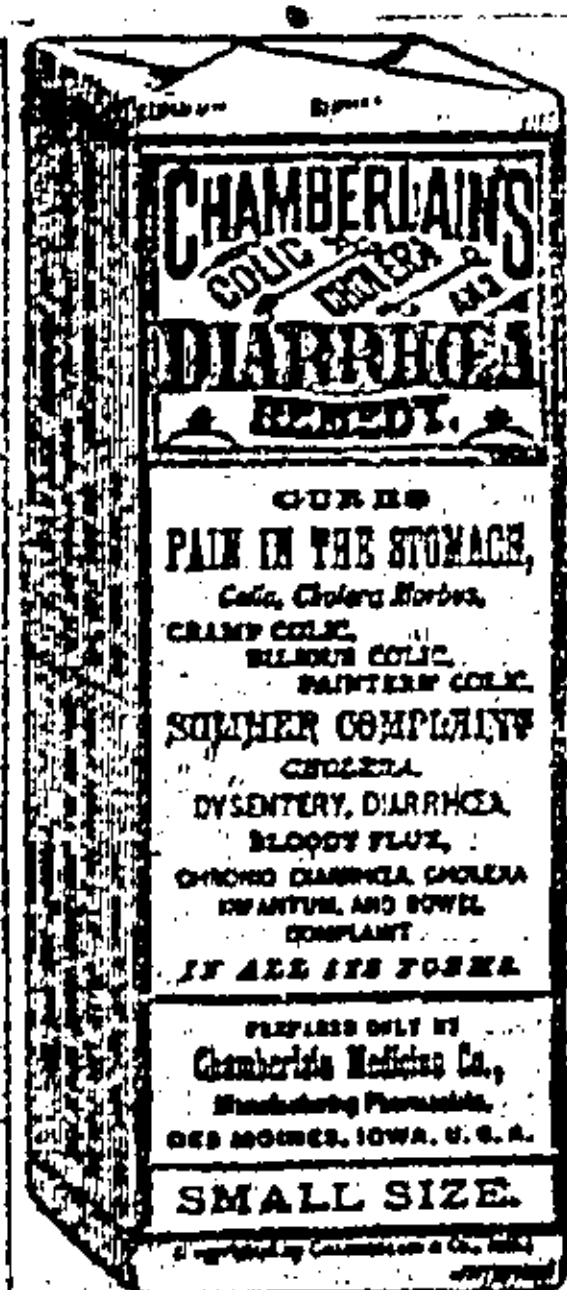
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PROHIBITION FOR INDIA.

DRASTIC PROPOSALS OF BOMBAY
COMMITTEE.

Total prohibition in India is a not re-
mote possibility, and the drastic proposals
of the Committee appointed by the Bom-
bay Government are expected to provide
an impetus to the movement throughout
India, overthrowing the existing, Excise
policy, says a Calcutta correspondent in
a wire of May 27th.

The vast majority of Indians do not
drink, and it has long been a complaint
of politicians that the considerable re-
venues at present derived from Govern-
ment liquor licences are an immoral fea-
ture of the administration, maintained
mainly for the convenience of Europeans,
and causing the degradation of masses of
Indians who formerly were not tempted
to drink.

Your correspondent understands that
similar prohibition proposals are included
in the programme of the Swarajist-major-
ity in Bengal, while the lead of Bombay
and Calcutta is certain to revive the pre-
vious unsuccessful efforts of the "dry"
Madras, the U.P. and the Central
Provinces. It is certain that if or when
the prohibition issue is presented, the
majority will favour prohibition, and it
is certain that practically every Provin-
cial Council in India, in view of the prob-
able developments of the terms of the
Bombay Committee, officially appointed
by Government, will propose that Govern-
ment should declare total prohibition of
the liquor traffic as its policy, the im-
mediate introduction of local option, and
the abolition of licences, immediately the
present licences expire both in the case
of foreign and country liquor, and that
toddieshops in the vicinity of industrial
centres should be abolished at once, the
only concession being that European
hotels and restaurants may provide liquor
with meals.

It is estimated that, if Bombay carries
out these proposals, it will cost the Pro-
vincial revenue three crores of rupees,
but, so determined is the Committee, that
it outlines proposals for making up re-
venue, including 50 lakhs of succession
duty, 70 lakhs tax in betting, 30 lakhs
in local taxation, five lakhs of tobacco
revenue and the fact that Excise is a
reserved levies and excise revenue.
Government will undoubtedly strenu-
ously oppose the movement, and the fact
that excise is a reserved subject em-
powers the rejection of these over-dra-
stic proposals, but it is probable that Gov-
ernment will soon be unable to resist the
undoubted consensus of Indian opinion in
favour of a "dry" India.

MARKETING OF RUBBER.

THE PROPOSAL FOR CO-OPERA-
TIVE SELLING.

In response to an invitation from Mr.
H. Erio Miller, a number of Press re-
presentatives attended the offices of the
Rubber Growers' Association on April
19th.

Mr. Miller placed before them a cir-
cular which is being sent out to the
rubber-producing companies of the United
Kingdom on the question of improv-
ing the marketing of plantation rubber
by co-operative selling. The association
had, he said, decided to take the neces-
sary steps to ascertain whether, in prin-
ciple, the producers-members of the
association were willing to co-operate
in selling their rubber. It was pointed
out in the circular that, backed by the
legislation regulating exports from
Malaya and Ceylon, co-operative selling
presented no serious difficulties if under-
taken in a broad-minded and truly co-
operative spirit. It was anticipated that
any finance which might be required
would be easily secured if an adequately
supported scheme was adopted. The
council urged members to give their
whole-hearted support to this further
step towards strengthening the position
of the industry. If they were willing to
give their support the council was pre-
pared to take the matter earnestly in
hand, and to set up a strong committee
for the purpose of working out the neces-
sary details. In the first instance, how-
ever, it was imperative that the attitude
of members should be known, and they
were requested to fill up a form which
was attached to the circular stating their
views. He would, he said, be chairman
of the association at a very early date,
and the movement was, of course, initi-
ated by the association. The result of re-
sultation, though it had been a little dis-
appointing to many people had not
appointed him, because the troubles of
the industry had been greater than was
generally appreciated.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

May 26th, 1924.

Hongkong and Shanghai	Bank	\$1.150 s.
Canton Insurance	Union Insurance	\$221 b.
Hongkong Fire Insurance	ILK, U. & M. Steamboats	\$36 b.
"Star" Ferries	China Sugars	\$220 s.
Langkate (Combined)	Kowloon Wharves	\$167 b.
Whampoa Docks	Shanghai Docks	\$146 s.
Hongkong Wharves	New Engineering	\$110 b.
Hongkong Land	Hongkong Dock	\$109 s.
Hongkong Dock	Humphreys Estate	\$119 (old) \$113 (new) b.
Kwo Cotton Mills	Cement	\$224 b.
Hongkong Paper	China Provident	\$22 (old) \$23 (new) b.
China Provident	Waikeats	\$14 (old) \$14 (new) b.
Waikeats	Watsons	\$151 b.
Hongkong Electric	China Light	\$34 b.
China Light	Hongkong Tram	\$141 (old) \$13 (new) b.
Hongkong Tram	Peak Tramways	\$371 b.
Peak Tramways		\$181 b.

b.—buyers; s.—sellers; n.—sales.

SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd.,
write under date of May 16th: "Though
during the last fortnight there has been
practically no business, except some very
small orders from Europe, our prices
have been maintained and the market
closes very firm as it is rumoured that
enquiries have just been received from
Japan this very day. Just now there is
no sign that prices will recede in the near
future. An official report estimates the
new crop at 2/10th better than last year.
We give this information under certain
reserves as, on the contrary, the posi-
tion of the market up to now leads to
the belief that the final outcome will be
inferior, or, at the utmost, equal to the
last crop."

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from Godown on and after 22nd May.

Optional Cargo will be landed, unless notice
has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 A.M. and Noon within the
free storage period.

No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 27th May,
will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
12th June, or they will not be recognised.

No Fire Insurance will be effected.
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Hongkong, 22nd May, 1924. [S11]

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MANUFACTURED BY EL ORIENTE,
MANILA

Reina Victoria	100's	\$10.75
Perfectos	25's	8.90
Half-A-Corona	25's	4.50
Corona	25's	6.50
Bankers	25's	7.25

TABAQUERIA FILIPINA,
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WARNER BROS.

Classic of the Screen

THE BEAUTIFUL AND DAMNED

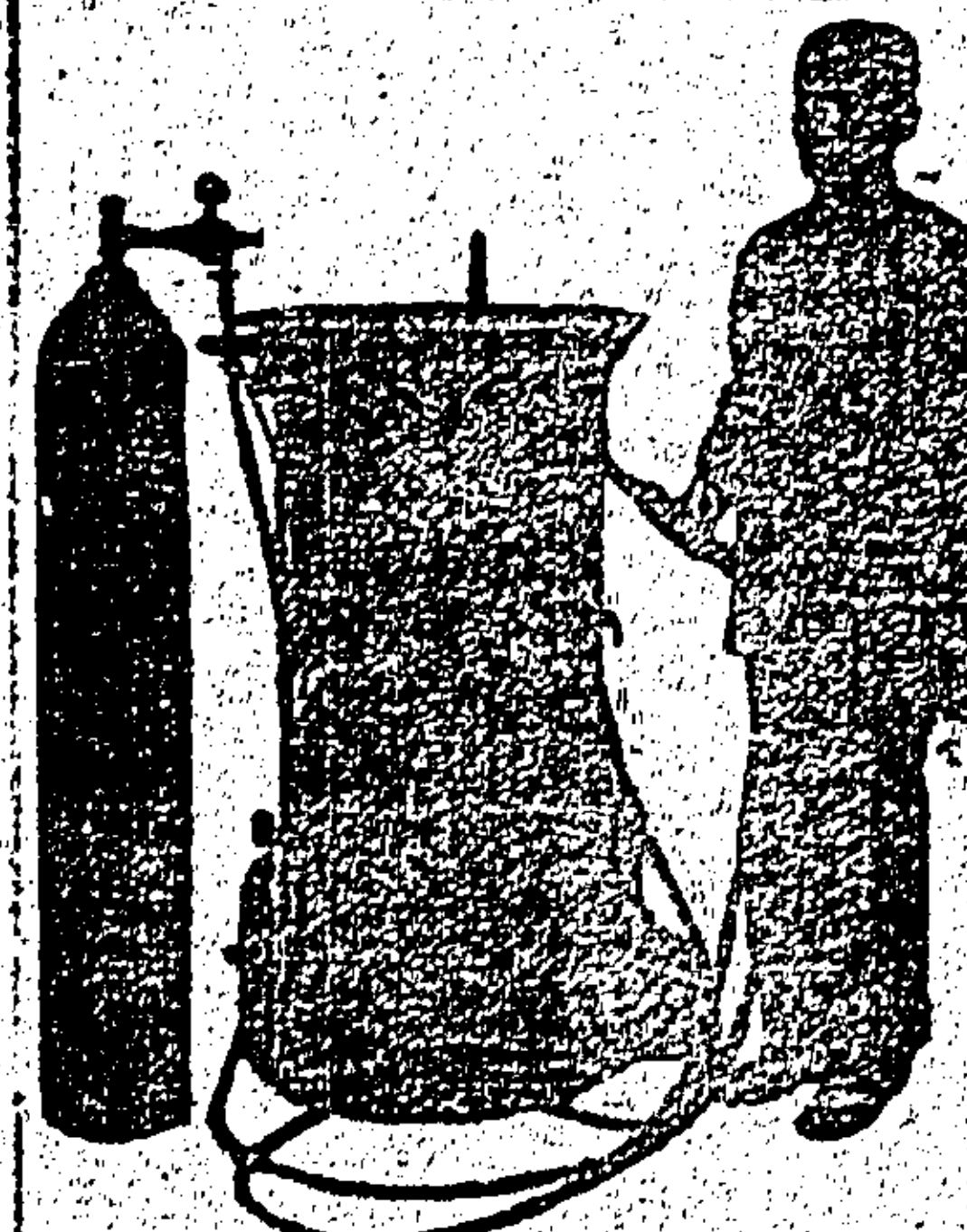
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Adapted from T. SCOTT FITZGERALD'S Popular Novel
A POWERFUL STORY OF TWO SOULS ADRIPT ON THE
SHINING SEA OF LUXURY.

Coming to THE WORLD, To-morrow.

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DEALERS and MANUFACTURERS of Oxygen, Acetylene,
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Autogenous welding of all metal by Oxy-Acetylene and
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MEN'S WEAR SPECIALISTS.

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GENERAL MANAGERS,
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HONGKONG.

etc., etc.

[Lists of agricultural institutions, Government stations, bureaux and schools are furnished to give an idea of the extent agricultural education and improvement organizations in China.]

PEAK RESIDENTS' ASSOCIATION.

REPORT OF THE GENERAL COMMITTEE.

Following is the annual report of the Association—

Whilst there has been nothing of paramount importance to engage the attention of the Association during the past year, the Committee in presenting its report feel that they can justly lay claim to a year of useful endeavour on behalf of Peak residents.

The Association's membership at the end of last year stood at 250 which number has now been increased to 300. A large number of the members on the present list, however, have either left the Colony or are away on home leave and it is hoped that new members will be found to take their place.

The accounts show a cash balance in hand of \$184.13.

The Association taken this opportunity of placing on record their appreciation of the kindly co-operation of the Government on all matters which have been brought forward for their consideration or action and trust that these friendly relations may long continue.

The following year will summarise the work for the year, the full correspondence on each subject being found in the appendices to the report—

RULES OF THE PEAK.—The Association laid a complaint, lodged by Mr. A. B. Stewart, with the Government regarding a chair coolie in his employ who was bitten by a dog which shortly after died from rabies.

The correspondence (printed in the Appendix to the Report) on this subject is self-explanatory.

TYPHOON WARNINGS.—The severity of the last typhoon season has exemplified the necessity of better arrangements being made for issuing warnings to residents on the Peak and this matter has had the careful attention of the Association.

The signal mast on Gough Hill which was blown down in the big typhoon has been replaced and is being equipped with night signals in addition to the ordinary day signals. Negotiations are also in progress between the Government and the Military Authorities regarding the placing of a signal mast on the plateau behind Mount Austin Barracks.

PEAK TRAMWAY COMPANY, LIMITED.—Such questions as "Congestion on the Peak Tramway," "Non-stop Trams," "Increase in Price of Tickets," and "Applications for Punch and Coffee Tickets" have occupied a considerable amount of time and work of the Association as the correspondence which is only partly published on these subjects will clearly indicate.

CRAIGINN LANE.—As a result of the heavy rains last August, a portion of the Craigin Road became very dangerous for rickshas and chain traffic, but, on representations to the Government, Craigin Road was speedily diverted at the point where the landslide occurred.

GOUGH HILL AND OTHER ROADS.—At the request of the Association the Government have raised in a portion of Gough Hill which was considered dangerous and have also tar-surfaced portions of other roads which, after heavy rain, got into a very bad condition, rendering foot traffic, especially as regards ladies and children, very difficult.

COAL AND OIL DEPOT FOR PEAK.—The views of the Association were asked by the Government regarding a proposal to grant permission to a Chinese firm to erect a store as a distributing centre for coal and oil in the Peak District.

After careful consideration the Association decided that there was no urgent necessity for such a depot and as a result, the Government have decided that permission should not at present be granted for the erection on the Peak of a store for coal and oil.

GARAGE ACCOMMODATION ON PEAK.—In May last, the Hongkong Automobile Association and the Peak Residents' Association jointly addressed a letter to the Government regarding the question of private and Government garages at the Peak and the Government's reply thereto takes this matter as far as it has been pursued at present. As the Government garages at Magazine Gap are now nearing completion, further particulars regarding terms and conditions under which same can be obtained are required.

LIGHTING OF PEAK DISTRICT.—The Association has recently drawn the attention of the Government to the inadequacy of the present lighting system of the Peak district, and by the courteous invitation of Mr. Goldsmith, this matter was carefully gone into by Mr. A. S. Mackinnon, Mr. E. B. C. Hornell and Mr. Goldsmith in the latter's office.

In the correspondence relating to this subject will be found notes and recommendations made at this meeting which are of considerable interest.

RENUMBERING OF PEAK.—The new plan of numbering houses on the Peak came into force on January 1st, 1924, and appears to have given general satisfaction.

EDUCATION BOARD.—Mr. H. B. L. Dowbiggin took the place of Mr. E. F. Airey as the Association's representative on the Board of Education during the absence of the latter from the Colony last year. Mr. M. E. F. Airey, having returned to Hongkong, has again resumed his position on the Board.

CHILDREN'S PLAYGROUNDS.—The playground on R.B.L. No. 2 near the late Mrs. Bowdler's house has now been completed.

(Continued at foot of next column.)

BUILDING CONTRACTOR SUED.

LAND USED WITHOUT PERMISSION.

In the Summary Court, yesterday, Mr. Justice Dyer Ball heard an action in which Messrs. H. Birkett and Edward Maurice Raymond, sued Messrs. Tsang Mow Cheung, building contractors of Shum Shui Po, for damages.

The plaintiffs in their claim stated that they were the owners of Kowloon land lot No. 1123 and that they were in possession on January 1st. The defendants, by their servants trespassed on this ground, using it as a timber yard and erecting a match shed thereon. They were requested on April 14th to remove their goods and match shed but they only removed a portion of their property. The plaintiffs, therefore, claimed damages for wrongful use and asked for an injunction restraining the defendants, and for an order for the remaining goods to be removed. For using the land they claimed \$400 and ask further relief as the nature of the case might require.

In opening his case for the plaintiffs, Mr. Wadeson said the lot in question was on the corner of Jordan Road and Nathan Road. The plaintiffs purchased it in 1922 and it was then unoccupied. About the end of March this year the plaintiffs were informed that some contractors were using the lot as a timber yard for work going on on an adjoining lot. A man was sent to make enquiries and found a match shed had been erected on the plaintiffs' lot and that a quantity of timber had been placed there. The foreman told the plaintiffs' representative that he had been told to go on by the contractor (the defendant). The plaintiffs' representative next visited an address in Shum Shui Po but could not find the contractor and he instructed the foreman to request the contractor to call at the office of the plaintiffs' solicitor. This he did. Asked what he was prepared to pay for the three months' use of the ground the contractor said \$50 a month. The solicitor said they must consult the plaintiffs and asked the defendant to pay them another visit. This he failed to do.

Mr. Wadeson went on to say that he had inspected the lot and found that practically all the defendant's material had been cleared off. Some props remained.

VERDICT FOR PLAINTIFFS.

Mr. E. S. C. Brooks, solicitor for the defendants, submitted that the plaintiffs were not entitled to damages. All the defendants did was to take timber on the lot and work on it and when they received notice to quit they went immediately. He was not prepared to admit that they had to pay for occupation.

Mr. Birkett, giving evidence, said he had seen the match shed and timber on the lot.

Cross-examined by Mr. Brooks, witness said there had been some coolies, women at work on the lot breaking stones. They had now gone. Witness admitted accepting a sum from the Leung On firm (for whom the women were working), for the time they occupied the land. He could not remember the amount of money he accepted.

Mr. Wadeson objected to his client being pressed on this point and Mr. Brooks explained that the plaintiffs were asking a great deal more from the defendant than they accepted from Leung On firm. The amount paid over was a material point for assessing damages in this case.

Mr. Wadeson said that \$250 and \$20 costs had been accepted from the Leung On firm but it was an amicable settlement.

Mr. Oscar Bayen, architect, giving evidence for the defence, said that he had lived close to the lot and could see the lot in question from his house and he had been over the land. He said that no match shed had been erected on the land by the defendant contractor. There were about eleven bunks of timber on the land.

His Lordship allowed damages for the plaintiffs in the sum of \$5 and ordered the defendant to pay \$100 for use and occupation of the land. Plaintiffs were awarded costs.

plotted and another near the Peak School should be ready shortly. It is hoped that these playgrounds will be made good use of by the smaller children on the Peak and will also be appreciated by the parents.

KOWLOON RESIDENTS' ASSOCIATION.—The Association acknowledges with thanks receipt of the Kowloon Residents' Association Report for 1923.

ANNUAL DONATIONS TO PEAK TRAMWAY STAFF.—The sum of \$500 was collected and handed to Messrs. John D. Humphreys & Son for distribution at their discretion to the members of the staff of the Peak Tramway.

COMPANY MEETING.

MESSRS. LANE, CRAWFORD, LTD.

The second annual general meeting of Messrs. Lane, Crawford, Ltd., was held yesterday at noon at the Hongkong Hotel. Mr. W. E. L. Shenton (Chairman of the Board of Directors) presided and there were also present Mr. M. Manuk and Mr. Chan Tong (Directors), Mr. W. A. Eastace and Mr. F. M. Crawford (Managing Directors), Mr. S. J. Jordain (Secretary) and the following shareholders:—Messrs. D. M. Goodall, Fung Tat-hing, A. Abbas, H. A. Lammer, A. W. Brown, H. A. Jones, A. A. Alves, Chan Chuan-nam, Felix Ellis and D. Stevenson.

The CHAIRMAN said: Gentlemen.—The report and accounts have been in your hands for the prescribed period and I propose, therefore, with your permission, to take them as read. The net profit for the year, after making due allowance for depreciation, is \$311,722.53 which, added to the balance brought forward from last year, viz. \$16,254.84, makes the amount of \$327,977.37 available for distribution. This amount your Directors have allocated as follows:—

To general reserve	\$100,000.00
To dividend (\$1.00 per share)	125,000.00
To bonus (50 cents per share)	62,500.00
To bonus to staff	13,782.40
and carry forward to a new account	26,719.07
	\$327,977.37

and I trust that this will meet with your approval.

In regard to such allocation I would remark that your Directors consider the placing of \$100,000 to reserve a sound policy in as much as the profit made on the sales of property amounted to \$109,760.30 and also, this being only the second year of the Company's working it has been thought advisable to substantially augment the Company's reserve.

With regard to the bonus to staff, I feel sure that this will meet with your approval. Our staff is a particularly hard-working one, and it is to a great extent due to their efforts that we are able to present what I think you will agree is an excellent report.

PROFITABLE TRANSACTIONS.

The stocks of the Company are held absolutely clean, and have, in every case where necessary been reduced to replacement cost. As intimated at the last yearly meeting, the site which is generally known as the "Wiseman Site" (Section A of Marine Lot No. 7) has been disposed of at a profit which is included in the accounts under review; as also in the profit made on the sale of the godown property, 147, Praya East.

During the year your Company completed the purchase of Powell's Building (Marine Lot No. 2C) under the terms of the agreement of sale with the Hongkong Hotel Co., Ltd., referred to at the last yearly meeting. This property has since been disposed of at what your Directors consider a satisfactory profit.

EXTENDING THE BUSINESS.

During the year under review the business of your Company has been further extended. I refer more especially to the new Jewellery Department which has been opened in the Hongkong Hotel Building and to the Ladies' Section which has been transferred to the old building. With regard to the Jewellery Department I have pleasure in being able to inform you that the volume of business done already more than justifies the extra expense entailed and that the turnover has shown a very considerable increase during each successive month since the department's inauguration. The returns of the Ladies' Department are also steadily increasing and the ladies of the Colony undoubtedly appreciate the extra comfort and better service which we are now able to offer them as well as the larger selection of goods we are able to show.

Our Lady Managers are now visiting Europe and America, buying the latest fashions from these centres for the ladies of the Colony will appreciate the advantage of being able to purchase their wearing apparel, ready to wear, made by the leading houses in the fashion centres of the world, at prices which should be suitable to all our customers.

As the result of the removal of our ladies and silverware sections to new premises we have been able to extend departments in our main building. This more especially applies to our Sports, Hardware and Boots and Shoes departments, which were previously badly in need of more floor space. These alterations are approved by the general public is shown by increased sales.

I would like to mention here that satisfactory arrangements have been made with the Hongkong and China Gas Co., Ltd., whereby their heating and lighting appliances are being shown in our Hardware department, thereby obviating the necessity for prospective purchasers to proceed to the Gas Company's office at West Point.

DEPARTMENTAL REVIEW.

Our Furnishing department, continues to maintain its position, and is, we venture to suggest, unequalled in the Colony. Model rooms are now under construction which, when completed, will be of great assistance to customers in the selection of furniture, colour schemes, etc.

The new Perfumery Department on the ground floor is steadily finding favour in the Colony and I think we may congratulate ourselves on having obtained the best British and Continental agencies for this class of goods.

(Continued at foot of next column.)

THE STOWAWAY PEST.

FIFTEEN SENT TO GAOL.

At the Kowloon Magistracy, yesterday morning, sixteen Chinese were charged before Mr. E. W. Hamilton with stowing away on ships recently arrived at Hongkong. With the exception of one they were all sentenced to one month's imprisonment with hard labour.

Twelve Chinese, all described as unemployed were charged in the first case with stowing away on the *Torilla* from Singapore. Eight of them pleaded guilty and were sent to gaol for a month.

Two of the remaining four stated they had lost their tickets, but as they had no proof of this they were sent to gaol for a month; a third, said he had no work in Singapore and when he got aboard he paid the comprador \$5 for a ticket. He was similarly dealt with.

The remaining defendant declared a passage ticket produced in Court was his, stating he had it in his possession when he went aboard having bought it at the Kei San Boarding House for \$17. He was discharged.

In another case, three Chinese farmers and a cook were sent to prison for a month with hard labour for stowing away on the s.s. *Ming-shing* from Swatow to Hongkong.

MOTOR CYCLE ACCIDENTS.

There were two motor-cycle accidents during the week-end. In one of these Mr. O. W. Waterton of the Public Works Department was injured. He was cycling between Tsin Wan and Laichikok with a pillion rider, when the machine skidded on some tar and Mr. Waterton and his friend were heavily thrown. Wardens from Laichikok Gaol rendered first aid and Mr. Waterton was removed to the Government Civil Hospital suffering from injuries to his leg. His friend was able to proceed home.

In the second accident Mr. A. Martin, of Empress Lodge, Kowloon, whilst riding a motor-cycle along the Tai Po Road, knocked down and slightly injured a Chinese, who was removed to the Government Civil Hospital.

LOCAL SPORT.

FOOTBALL LEAGUE.

TO-DAY'S GAME.

The following will represent the Club de Recreio in their replay against the East Surreys for the runners-up position in the Second Division Football League, on the Hongkong Club ground to-day, at 3.30 p.m.—H. N. Silva; A. Gosano; P. M. Xavier; C. d'Assumpcao; A. A. Remedios; H. C. Remedios; D. Xavier; A. Furtos; W. Ogley; L. Rocha; A. Brown. Reserves: A. A. Botelho and L. E. Carvalho.

We are strictly adhering to the principle of supplying only the best and freshest commodities in our Grocery and Provision department, and this combined with the competitive prices we are able to charge, owing to the exceptionally good buying facilities, which we enjoy, assures that we shall maintain the steady increase which has been the feature of the turnover done by this department.

The Cafe and Bakery section have done an excellent year's business and your Directors have resolved to further develop the Bakery section. The very latest machinery is being purchased and the Company's property known as 17, Burrows Street, is undergoing special alterations for the installation of this plant. When all is completed we shall have, we believe, the most up-to-date bakery in the East. The machinery, which we are installing, is capable of turning out 1,400 lbs. of bread per hour and the bread will be untouched by hand from the time the flour leaves the sack until the finished loaf is delivered to each customer wrapped in crystal-line paper. Special cake making machines are also being laid down and with their help our European pastrycook, lately engaged, will be able to supply the daintiest of cakes and pastries made under the most hygienic conditions possible. With the foregoing in view I think that shareholders will agree with my co-Directors and myself that we view the future prospects of the Company with every confidence of success.

I beg to formally propose that the report and accounts of the Company for the financial year ending 29th February, 1924 (including the apportionment recommended by the Directors as therein indicated) as presented be adopted, and I shall be obliged if some shareholder will kindly second such proposal whereupon questions as to the report and accounts may be raised.

Mr. H. A. LAMBERT seconded the adoption of the report and accounts which was unanimously carried.

Mr. A. S. D. GOSLAND was re-elected to the Board of Directors on the motion of Mr. Fung Tat-hing, seconded by Mr. D. M. Goodall.

Messrs. Linstead & Davis were re-elected Auditors for the ensuing year on the motion of Mr. H. A. Jones, seconded by Mr. A. Abbas.

This was all the business before the meeting, the CHAIRMAN announcing that dividend warrants were ready and could be had on application.

THE DELICIOUS AROMA AND FLAVOUR OF LANE, CRAWFORD'S PURE COFFEE.

APPEALS TO THE MOST SEVERE CONNOISSEUR.

THE COFFEE IS FRESHLY ROASTED AND GROUND DAILY BY A PATENT ELECTRIC MACHINE RECENTLY INSTALLED TO ACCOMMODATE THE INCREASING DEMAND, ENTIRELY DUE TO THE UNDEVIATING QUALITY DURING PAST YEARS.

PRICE PER L.B. TIN 95 CTS.

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TEL. 4567 (4 Lines).

THE QUEEN OF ENGLISH PERFUMES.

POTTER & MOORE'S FAMOUS MITCHAM LAVENDER WATER

(In Green Globe Bottles—3 Sizes)

Obtainable at

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

COLUMBIA RECORDS

"THE PARSON ADDRESSES HIS FLOCK"

(YES, I THINK SO)

By

VIVIAN FOSTER ("THE VICAR OF MIRTH")

No. 3218

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ANDERSON'S.

Wm Powell Ltd.

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FOOTWEAR

Made in Scotland.

KELTIC SHOES FOR MEN

We stock in all leathers suitable for all occasions, we especially draw your attention to their heavier leathers which have STYLE, COMFORT and DURABILITY.

Wm. POWELL, Ltd.,

Sole Keltic Agents, HONGKONG HOTEL BUILDING.

"BY TEST THE BEST."

When we tell a customer that "Keltic" Footwear is sound and genuine we can do so with a clear conscience. Because it is so.

NEW ADVERTISEMENTS

PEAK RESIDENTS' ASSOCIATION.

THE SECOND ANNUAL MEETING of the above Association will be held at the Peak Club on WEDNESDAY, 11th JUNE, 1924, at 6.15 p.m., at which a Full Attendance of all Members and those interested is particularly requested.

New Residents in the Peak area who have not as yet joined the Association but wish to do so are requested to apply to the Undersecretary, care of Messrs. J. J. Matthews & Co., Ltd., E. H. C. HORNELL, Hon. Secretary.

PEAK CLUB.

MEMBERS and Subscribers Do Not Forget that

Mr. WILLIAM HUGHAN is staying at the Peak Club on

THURSDAY, 12th JUNE, 1924, at 9.30 p.m.

E. H. C. HORNELL, Hon. Secretary.

S.S. "CHANTILLY."

SERVICE CONTRACTS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LBS. & Co. also Cargo ex "ANTIN-ORUS" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 31st May, 1924, at Noon, will be subject to rest and landing charges.

All Claims must be sent in to me on or before the 9th June, 1924, or they will not be recognized.

All damaged packages will be examined on Saturday, 31st instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

E. HODENFUSER, Acting Agent.

Hongkong, 26th May, 1924. [817]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"YOSERIC" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd June, 1924, will be subject to rest.

All Claims against the Steamer must be presented to the Undersigned on or before 9th June, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 2nd June, 1924, at 10.00 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 26th May, 1924. [818]

NOTICE TO CONSIGNEES.

The Steamship "SILVIO PELLICO"

FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, MASSAUA, ADES, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 27th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rest.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 26th May, 1924. [819]

INTIMATIONS

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on WEDNESDAY, the 27th MAY, 1924, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 30th April, 1924.

THE TRANSFER BOOKS of the Company will be CLOSED from Wednesday, 21st May, to Wednesday, 28th May, 1924, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 17th May, 1924. [785]

THE HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held on SATURDAY, 7th JUNE, 1924, at 12.30 p.m. in the Jockey Club Rooms, Hongkong Club Annex.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 427 for 500 shares Exo Corron Mills Ltd., in the name of Mr. E. B. ABRAM, of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned.

ELLIS & CO., No. 23 Ice House Street.

617

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the late Mr. G. E. WARREN, to sell by Public Auction.

on

THURSDAY and FRIDAY,

the 27th and 28th MAY, 1924, commencing

Each day at 2.30 p.m., at the

"TOWERS," 20, Broadwood Road,

A QUANTITY OF

VERY VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

M. T. Carvel Blackwood Tables, M. T. Side

Tables and Stools, M. T. Stands, Chesterfield

Sofas, and Arm-chairs, Standard Lamps,

Bronzes, Curio, Ring, Large Carpets, Large

Enamel Bath, Porcelain Wash Basin,

Wardrobes, Double and Single Iron Beds,

Clockwork, Linen, Bookcases, Meat Safes,

Cupboards, Tennis Net and Poles, Blankets,

Ornaments and General Household Sundries.

Also

1 Steinway Grand Piano, 1 "Acolian

Orchestra," Gram and Bell, and

about 400 Plants and Pots.

On view TUESDAY and WEDNESDAY

(27th and 28th May).

N.B.—"THE TOWERS" and No. 21,

Broadwood Road are for Sale Privately.

Terms—Cash on Delivery.

HUGHES & HOGUE, LTD.,

Auctioneers.

Hongkong, 26th May, 1924. [788]

S.S. "SI-KIANG."

SERVICE CONTRACTS DES

MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, LONDON and MANCHESTER, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 2nd instant, at Noon, will be subject to rest and landing charges.

All Claims must be sent in to me on or before the 2nd June, 1924, or they will not be recognized.

All damaged packages will be examined on Wednesday, 29th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

E. HODENFUSER, Acting Agent.

Hongkong, 22nd May, 1924. [809]

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, July to December,

1923.

With Index. Price—\$7.50.

On sale at the Hongkong Daily Press Office.

TO-DAY.

at

2.30, 5.15, 7.15 AND 9.15 P.M.

—

PETER B. KYNE'S

FAMOUS STORY OF THE

NORTHWEST

KINDRED OF

THE DUST.

—

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's

"WHITE LABEL"

and

"VICTORIA VAT"

as supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty the King.

SOLE AGENTS.

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 27th, 1924.

THE BOXER INDEMNITY.

The reports which have reached China concerning the American Government's latest proposal in regard to the Indemnity are a little confusing. Some of them indicate that an absolute renunciation of the balance due is contemplated while others indicate that this balance is to be earmarked for educational uses. Possibly this conflicting information is to be explained by amendments which have been made since the resolution came before Congress. An article on the subject of the Indemnity in one of the latest copies of the *New York Times* to hand discusses the matter as if it was intended to make an absolutely unconditional surrender, for it says: "The faithfulness with which China has administered the funds previously remitted encourages the confidence that these additional sums will be used in such a way as to justify the confidence of Western Powers and to stimulate the giving of larger public funds and of private benefactions for education in China." We do not quite apprehend what is in the mind of the writer when he explains the new resolution by saying: "The American Government would find itself in an inglorious position if the other great Powers should follow the example established by America in 1906, and in the end America should still be the recipient of annual instalments of the balance of the fund not yet remitted." America apparently seeks to stand in a position of "splendid isolation" from the Powers in this matter. We can hardly recognise it as a pedestal of pure philanthropy, though we are assured by our New York contemporary that the proposal to remit the remaining portion of the Indemnity due to the United States has not been made "with a view to securing any advantage in China for American interests, but as a further

voluntary contribution out of the amounts exacted from China to improve conditions in such ways as the Chinese themselves may determine." Everybody in China is aware that the philanthropy practised by America in this matter since 1906 has been of a kind that has paid the United States very well. And it is this patent fact that has persuaded the other Powers to emulate the American example. Even if there is no condition attached to the latest resolution to remit the remaining portion of the Indemnity we suspect that there is in America a very lively expectation of favours to come in recognition of the gift. The other Powers are perfectly frank in saying that the remission they make will be governed by conditions which shall be mutually beneficial to China and themselves. The details of the various proposals are awaited with much interest in China. They have been a long time under consideration, but we apparently shall not have much longer to wait for the British proposals for the Prime Minister has recently stated that a Bill is being framed for introduction in the House of Commons at an early date. Our New York contemporary says it has "the right to hope that the return of these funds to China will stimulate European Powers to take similar action, and that generosity on our part will be met by similar unconditional remission by them." That is a hope that seems unlikely to be fulfilled, for even Russia, which once announced unconditional remission, is now stipulating for the devotion of the funds to education.

Yesterday was the birthday of H.M. Queen Mary. The warships in port "dressed ship" and a royal salute was fired at noon.

Mr. H. T. Jackman, Assistant Director of Public Works, and Mrs. Jackman left yesterday by the *Aki Maru* for Australia on a short holiday.

The Hon. Mr. H. E. Pollock, K.C., is leaving for a holiday in Canada, on Thursday next and expects to return to Hongkong about the end of October.

At the Marine Magistracy, yesterday, the mistress of a coolie boat was fined \$5 for carrying 37 coolies in excess of the number her boat is licensed for.

Some excitement was caused in Wyndham Street yesterday morning by a clan fight. A number of chair bearers laboured each other with poles and one of the men had his head split open.

With the arrival of the police the turmoil ceased. A little later there was further fighting and the police put an end to the trouble by arresting one of the ring-leaders.

It was stated yesterday at the Central Magistracy, in a charge against an unlicensed hawk that he was released on bail in the morning, and re-arrested in the afternoon. His bail was doubled in consequence. The hawk told Mr. Lindell he had a few things left on his hands. "Trying to dispose of what was left," I see," commented the Magistrate. A fine of \$5 was imposed.

It is reported in the Manila papers that "Mr. Victor M. Smith, an old time ship agent and a former resident of Hongkong, was on May 15th appointed assistant director of the United States Shipping Board and Emergency Fleet Corporation for the Orient to succeed J. F. Marais, who resigned some time ago to become vice-president of the Bank of the Philippine Islands." He is expected to arrive in Manila on July 7th from New York City.

THE PEAK RESERVATION.

WHY CHINESE WILL NOT BUY LAND THERE.

The reason why a large area of Crown land situated at Mount Cameron and within the Peak Reservation did not bring more than the upset price at yesterday's sale of Crown land was stated to be that Chinese would not compete for land in a district where they are not allowed to live.

The lot put up for auction has an area of 23,000 square feet and when Mr. E. B. Reed, the auctioneer, explained that the land was situated in the reservation area, the majority of the Chinese present left the auction room. Mr. Reed then asked if anyone would make an advance on the upset price, \$23,000, and a Chinese replied that he was prepared to make bids provided that Chinese were allowed to live there.

There were no bids offered, and the lot was sold for the upset price to Mr. C. M. E. Young.

OBITUARY.

MR. A. A. CLAXTON.

It is with deep regret that we have to record the death of Mr. A. A. Claxton, at Shanghai, from typhus. The sad news was contained in a cable received yesterday by Mr. Donnelly, of Messrs. Donnelly & White, and as a token of respect flags at the Hongkong Club and the Hongkong Cricket Club were half-masted throughout the day.

Apart from this cable little information is to hand as to how long the deceased gentleman has been ill, but it is safe to assume that it is only within the last fortnight that Mr. Claxton left Hongkong on one of his business trips to the North. He was then not in the best of health.

The late Mr. Claxton will long be remembered as one of the finest cricketers in the whole of the Far East. With him rests the proud distinction of having played interport cricket for Singapore, Hongkong and Shanghai. As a wicket-keeper he was, without doubt, the pick of the three ports. He was a forceful batsman and he had many centuries to his credit in all three ports. He was also a reliable field, his favourite spot being that of mid-off. His best score in interport cricket was in November 1912 when Hongkong defeated Shanghai at Hongkong. In Hongkong's first innings he was responsible for a very fine 75. On no fewer than four occasions he has played for Hongkong against Shanghai in interport cricket matches, those occasions being 1908, May 1912, November 1912, and May 1914. In November 1920 he played for The Straits against Hongkong and Shanghai at Hongkong. To come to more recent times, one recalls the famous cricket match of May 1923 when Hongkong defeated Shanghai after a most thrilling and exciting game. In that match the late Mr. Claxton played for Shanghai.

In local cricket the deceased gentleman, played for the Hongkong Cricket Club and he has many fine performances to his credit, probably the most noteworthy within recent years being his century against Craigengower in 1923. The score for the whole of the Hongkong Cricket Club XI on that occasion was 110. At the close of the present season he played for the Champions of the League against the Rest.

In his younger days Mr. Claxton was a very fine Rugby player. He was also a keen tennis player, a fine swimmer and was, in fact, a good all-round sportsman.

The late Mr. Claxton first arrived in Hongkong in 1905 when he joined the firm of Messrs. J. De Hutchinson & Co., Ltd. He left the firm and went to Singapore where he joined Mr. Newall in the partnership of a firm known as Messrs. Newall & Claxton, and in recent years he has been travelling for that firm in the interests of various Home manufacturers. Mr. Claxton was about 37 years of age.

Much sympathy will be extended to his widow and little daughter in their very sad bereavement.

PASSENGER RATE CUTTING.

FROM HONGKONG TO CANTON FOR TEN CENTS.

There is something in the nature of a rate war in progress on river steamers running between here and Canton, with the result that steamer passengers travelling by the Hongkong, Canton and Macao Steamboat Company's vessels may do the journey at a cost of ten cents only.

Yesterday a representative of the *Daily Press* called at the Steamboat Company's offices and was there informed of the circumstances leading up to this somewhat sensational reduction in the third-class fare. The present rate war has arisen owing to the Chinese owners of the former French steamers *Charles Javal*, *Paul Javal*, and *Paul Javal*, cutting the rates agreed upon by the various Companies. These rates, it was explained, have been in operation for some years past, and they are based on a sliding scale, according to the tonnage of the river steamers operating under the agreement, and left a fair margin of profit. It is now alleged that steamer passengers of the *Paul Javal* and the *Charles Javal* are being carried for considerably lower rates than the sliding scale allows.

Determined to put a stop to this rate cutting practice the Steamboat Company are prepared to carry steamer passengers to Canton for ten cents. If necessary they are prepared to make further reductions, and to take steamer passengers to Canton for five cents.

About ten years ago it will be remembered the Company had to resort to similar means to stop rate-cutting to an unprofitable level.

Such little wars are not unknown in other parts of the world. Some years ago there was a similar warfare between the steamships running between Liverpool and the Isle of Man, when the premier company offered to carry passengers free of charge, and supply free meals in addition. In a very short time their rivals managed to freeze out their rivals.

There is no desire to do this in the local case, but simply to ensure that fares shall be maintained on the basis formerly agreed upon.

CORRESPONDENCE.

PREVENTION OF CRUELTY TO ANIMALS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS".]

Sir,—Herewith we hand you copy of a letter we have addressed to the Honourable Colonial Secretary dated 23.5.24 on the subject of a Draft Bill for the Prevention of Cruelty to Animals, shortly to be presented to the Legislative Council.

We feel that the point made in the latter is of interest to the public in anticipation of the presentation of the Bill.

It may be thought that we are hardly dealing fairly with the Honourable Colonial Secretary in publishing part of a correspondence before he has had an opportunity to reply, but would excuse ourselves for this apparent breach of courtesy by the necessity for putting forward our views before any legislation can take place and our point perhaps inadvertently overlooked.—We are, Sir,

Yours faithfully,

CHINA COAST OFFICERS' GUILD.

T. T. LAURENSEN,

Assistant Secretary.

THE MARINE ENGINEERS' GUILD OF CHINA.

W. J. STOKES,

Branch Secretary, Hongkong.

The China Coast Officers' Guild and The Marine Engineers' Guild of China. Hongkong, May 22nd, 1924.

The Hon. the Colonial Secretary, Hongkong.

Sir,—The attention of these Guilds has been drawn to the *Gazette* of Friday, May 18th, 1924, in which a "Draft Bill" is published for general information: A Bill intituled "An Ordinance to make provision for the prevention of cruelty to animals."

Section 12 reads:—

"Every person who contravenes or attempts to contravene, or aids or abets the contravention of, or fails to comply with or commits an offence against any of the provisions of this Ordinance or of any regulation made thereunder shall upon summary conviction be liable to a fine not exceeding two hundred and fifty dollars, and to imprisonment for any term not exceeding six months."

In the objects and reasons, Section 12 reads:—

"Clause 12 imposes a penalty for the breach of the Ordinance or any regulation of a fine not exceeding \$250 and imprisonment for any term not exceeding six months; and also enacts that the master of any vessel upon which various offences are committed shall, in addition to the offender, be deemed guilty of any such offence which occurs while he is on board such vessel."

These Guilds most emphatically protest against any enactment which imposes upon the Master of any vessel sailing out of this Colony, the responsibility for offences committed by others, more especially as with the utmost certainty in this case the actual offender will be a Chinese stevedore whom the master has not the power to engage, pay or dismiss.

Let every possible action be taken to punish any act of cruelty either by malice, or carelessness, but take heed that the punishment fits the crime and more especially, that the blame falls on the perpetrator, and him alone.

Apart from the fact that in Clause 12, there is no mention of "Master of any vessel" unless the general term "every person" be presumed to include him, we do most emphatically protest in the name of the Members of the Mercantile Marine against this most obnoxious and slipshod method of administering any Ordinance by including the Master and/or Officers of any vessels as accomplices of not committed by others.

The idea is preposterous, and goes one step further to show the absolute absurdity of legislation for all being drafted by persons who have only one side of the object in their purview.

On the point of this wide circle of responsibility, will you be good enough to inform us if the penalties of Clause 12 will react on the Honourable D.P.W., in the case of a P.W.D. coolie ill-treating one of his working bullocks?

It is a very honest parallel but will serve to illustrate the farcical nonsense, against which we now protest.—We have the honour to be, Sir,

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

MR. J. H. THOMAS ILL.
PLEURISY CONTRACTED.

LONDON, May 26th.

That Mr. J. H. Thomas is suddenly indisposed was announced to-day when for this reason a meeting between the Secretary of State for the Colonies and the India Colonies Committee to consider the latter's report on Kenya immigration was postponed.

LATER.

Mr. Thomas has contracted pleurisy and is under the care of a specialist.

[In a cabled message from London (re-produced on this page) dealing with the British Empire Exhibition it will be noticed that Mr. Thomas attended the Thanksgiving service at Wembley on Sunday. This was probably his last public engagement before being confined to bed with pleurisy. Last Sunday in London was, according to the same cable, a day of unsettled weather, "a cold boisterous wind being accompanied by showers, with occasional thunder."]

BOUNDARY DIFFICULTIES
IN IRAQ.ABORTIVE ANGLO-TURKISH
CONFERENCE.

CONSTANTINOPLE, May 26th.

The Anglo-Turkish negotiations which have been proceeding here since May 20th relative to the disputed territory in Mosul being incorporated with Iraq, have reached a deadlock. Fethi Bey, on behalf of Turkey, has demanded the rendition of the whole district.

Sir Percy Cox, on behalf of Britain, insisted on the present frontier, with slight modifications.

The speeches at four meetings which have been held were practically a repetition of old arguments which were exhausted at Lausanne, and, in spite of the friendly atmosphere prevailing, no progress has been made, as is shown by the fact that a map handed to Sir Percy Cox this morning merely establishes the frontier line which the Turks claim in an unmodified form.

It is understood that Sir Percy Cox has asked the Government for instructions; meanwhile, no fresh meeting has been arranged.

Failure to agree may mean a reference of the question to the Council of the League of Nations, as is provided in the Lausanne Treaty, which, it is believed, the Turks are anxious to avoid.

ATTAINMENT OF SWARAJ.

OPTIMISTIC MUSLIMS.

Lahore, May 26th.

The Muslim League has concluded its sessions after passing resolutions urging the continuance of communal representation and an overhaul of the Government of India Act in view of the early attainment of Swaraj.

The League appointed a committee to frame a constitution in consultation with other communities, and appealed to the Hindus and Moslems to take steps to settle communal differences and abstain from aggressive activities.

EARLIER CABLES.

SOVIET'S DOMESTIC AND
FOREIGN POLICY.M. ZINOVIEFF'S OPTIMISTIC
OUTLOOK.

Moscow, May 26th.

M. Zinovieff, addressing the Congress of the Russian Communist Party, said he was justified in viewing the domestic and foreign situation of the Soviet optimistically.

The recognition by a number of countries had undoubtedly consolidated the international position, but the problem of debts claims was difficult. The Soviet earnestly desired to cultivate lasting ties with Britain. The chief aims of the Russian Government were to regularize the home market and promote co-operation. There was no question of limiting the new economic policy or abolishing private trade. The strengthening of co-operative societies was the only means of combatting private capital. M. Zinovieff said that private capital now controlled sixty-four per cent of the home trade and the State thirty-six per cent. Russia in the present trade year only exported two hundred million pounds of grain, but in the coming year would export four hundred million, compared with a thousand million before the war.

"SLEEPY SICKNESS."

DISEASE RAPIDLY SPREADING.

LONDON, May 26th.

The death of the shipping magnate and racehorse owner, Mr. Bower Ismay, from encephalitis lethargica, commonly called "sleepy sickness," has drawn fresh attention to the recent alarming spread of this disease in Britain.

There have been 250 cases a week this month, and 2,600 since January 1st, compared with an annual average of 830. The mortality is between 12 and 21 per cent.

Official and other researches have hitherto failed to discover the cause of the disease.

BUSY WEEK AT EMPIRE
EXHIBITION.

THE COSMOPOLITAN NOTE.

LONDON, May 26th.

Despite cold and showery weather the Empire Exhibition again attracted throngs of visitors last week, culminating in an attendance of over 150,000 on Saturday alone. The week's visitors included various Royalties, Overseas Governors, foreign Ambassadors and prominent persons from various countries, aiding the cosmopolitan note which is a feature of Wembley.

Their Majesties, who have already seen the show several times, will pay another visit on Wednesday, accompanied by their Italian Majesties. The Royal party will visit various buildings, after which there will be an official reception and luncheon in the British Government pavilion.

All parts of the Exhibition are attracting attention. The Hongkong market is in full swing, the pavements of its miniature street, being daily crowded with sightseers. The philosophic detachment of the Chinese shopkeepers heightens the illusion that the streets are not mere part of the Exhibition but are part of Hongkong itself.

The beautiful Malaya pavilion, with its well-arranged rubber, basketwork and other exhibits, completes the picture of the East.

100,000 AT THANKSGIVING SERVICE.

The Thanksgiving service at Wembley was marked by unsettled weather, a cold boisterous wind being accompanied by showers, with occasional thunder. The sun shone brilliantly when their Majesties actually arrived at the stadium, but rain descended later. Nevertheless, the attendance was estimated at nearly a hundred thousand.

Messrs. Clynes, Henderson, Thomas, Buxton and Jowett represented the Cabinet.

BAKU ANNUAL TRADE FAIR.

Moscow, May 26th.

The annual Baku fair has opened. Five thousand tons of goods have arrived, compared with four hundred tons last year. Numbers of Persian and Turkish merchants are attending.

CINEMA NOTES.

QUEEN'S THEATRE.

Described by unbiased critics as the Ellen Terry of the screen, MacMarshall is the star in the Goldenwyn feature "The Face in the Dark," which opens at the Queen's Theatre to-night and will be shown till Thursday. Hongkong remembers "Intolerance," and "The Birth of a Nation," and in doing so theatre patrons will recall the part played in those two red-letter plays by MacMarshall. In the current attraction Miss Marsh appears as a girl who prompts her high resolve demanded by the character of Jane Ridgeway, and with something approaching the art of Conan Doyle, she is supported by Alec B. Francis, as her father, and Niles Welch as the hero. In a story the attractions of which are dependent on the unfolding, the pleasure of seeing it on the screen would only be spoiled by a detailed description here. As the daughter of an ex-convict service man, she is torn between paternal love when she learns that he is involved in a bank robbery, and the desire to see wrong righted, especially as it is her sweetheart who suffers for the crime though innocent. How she ultimately becomes the direct cause of the hero's liberation, her father's salvation from the robber gang and the unmasking of the evil master must be seen to be appreciated.

THE CORONET.

Countless film features have been shown here with Norma Talmadge in the star role. Her name alone is sufficient guarantee that some really first-class entertainment will be provided when it heads the announcement. This is perfectly true of "The Wonderful Thing," a First National picture directed by Herbert Brenon. As if this in itself were not enough, Harrison Ford, also in the film, and there is also the novelty of a real American society leader in the cast, in the person of Julia Hoyt.

A young English aristocrat marries the daughter of America's Ham King to extricate his brother from the clutches of a rogue. The movie against his grain, entered at a look with such an ulterior motive and he is no better off when married, as he cannot lower himself to take advantage of his wife's fortune. A series of touching events bring him to his father-in-law's ranch where the man of millions is impressed by his sterling and learns the truth from the never-dwell brother. Characteristic of his resourcefulness, the manner in which he brings his laughter home to tell her that he is convinced her husband is a scoundrel, but in the meanwhile she has been instilled with heartfelt love for him and resents her father's appellations. The husband is prevented from seeing home and joins the happy ending to learn the truth. Norma gives a strikingly real performance as the heiress who gradually becomes aware of the finer points of her husband's nature. In the lighter parts of the play she soars to great altitudes by the light-hearted manner in which she undertakes her part to be followed by a sympathetic and likeable portrayal of the more serious side of the heroine's life.

In short the picture is about the ideal kind of entertainment one could wish to spend an evening with and, at the same time, thoroughly enjoy a screen triumph.

"The Wonderful Thing" will be on view at the Coronet Theatre till to-morrow (Wednesday).

EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

CHINESE MENACE TO FAR
EASTERN TRADE.

LONDON, May 26th.

The Times city notes, dealing with the serious concern of British houses trading in the east at the provincial taxation of foreign imports to China in defiance of treaty obligations, declare that the evil calls for redress. Referring to a suggestion that the Legation should assist the Peking Government to maintain the treaty by recognizing Chekiang's declaration of independence as a justification for indulging in fiscal retaliation against her, the Times remarks that an action of this sort proved effectual a few years ago at Kwangtung when that Province attempted to flout the authority of the Central Government; but whatever course was adopted the need for prompt and effective action could not be gainsaid.

There are more than enough artificial barriers to trade already," concludes the journal.

BRITISH WORLD FLIGHT.

SPORTING AMERICAN OFFER.

DESTROYER TO TRANSPORT NEW PLANE.

Tokyo, May 26th.

Pending fuller details of the damage done to the British plane at Akiba, Colonel Broome has arranged tentative plans to rush a complete unasssembled plane from Hakodate to Akiba.

It was first intended to assemble the machine at Hakodate and fly it to Akiba. This arrangement was cancelled when Commander Abbott, of the U.S. 43rd Destroyer Division, on learning of the Britisher's mishap, offered Col. Broome the use of an American destroyer to transport the plane from Hakodate at full speed as far as Hongkong. The offer depends upon the approval of the Admiralty of the Asiatic Fleet, which is mostly likely to be given.

Col. Broome has gratefully accepted and has communicated details of the offer to the British Admiralty.

Approximately two weeks will be required for the plane to reach Akiba. Col. Broome, in a message to Reuters, stated that Commander Abbott's offer exemplifies sportsmanship of the highest type.

U.S. WORLD FLIGHT.

LEADERS DESCRIPTION OF TRANS-
PACIFIC STAGE.

Tokyo, May 26th.

We knew that the trans-Pacific leg of the flight would be the worst part of our journey, but it was ten times more worse than we had expected, with its increasing battle against terrible weather and the continuous effort to preserve the aeroplanes," said Lieut. Smith, in command of the American aeroplane expedition, who thus briefly summed up the trip so far accomplished.

Lieut. Smith explained that the direction from East to West was more difficult because it was contrary to the direction of the storm, which, he claimed, handicapped the aeroplanes on an average 300 miles a day.

Lieut. Smith described the "jump" to Sitka as the worst section of the flight, battling against snow and wind throughout, unable to see the water, and guiding the aeroplanes by following the lines of breakers. At this point he declared to be the bleakest place of all, with worse weather. "From the air this section of the world presents a weird picture, all white and blue and snow-covered islands in the deep blue sea. We saw no icebergs, but we passed over many large glaciers."

RUSSIAN NON-CO-OPERATION.

Lieut. Smith narrated how when riding out a snowstorm on May 10th on the waters off Behrang Island, the Russian authorities put out from the shore and informed the airmen that they would not be allowed to land and must leave the territorial waters immediately, because presumably they were not welcome, as Russia and America were not in treaty relations.

Lieut. Smith replied that he was not there for pleasure, and he would be glad to leave as soon as possible. That night the airmen were out for six hours abroad the aeroplanes. They "hopped off" at eight o'clock on the morning of May 17th for Paramushiro, which was one of the warmest sights they had ever seen.

The airmen most generously paid a tribute to the "splendid courage and fortitude of his companions," each of whom had given everything he had in this enterprise, and in which all are brothers. He deplored the accident which robbed them of Major Martin's leadership, and he very warmly appreciated their reception in Japan. The co-operation of the military and naval authorities was a great contributing factor to their success, as well as the lavish hospitality and accommodation at Kasumigaura, where everything was side-tracked for their convenience.

Lieut. Smith expressed his confidence that they would succeed in circling the world, for after the experience they had already gone through the "rest of the trip should be comparison be easy sailing."

ZHO OF TAIPING REBELLION.

A PILGRIMAGE TO SUNKIANG.

SHANGHAI, May 26th.

The members of the Shanghai branch of the American Legion are undertaking a pilgrimage to Sunkiang to-day, where a monument is being unveiled to General Ward, Commander of the "Ever-Victorious Army" in the Taiping Rebellion.

PEACE TERMS TO CHIANG
TSO-LIN.

OFFERED BY THE PRESIDENT.

A Peking despatch states that in view of the discussion prevailing in its own camp, the Chihli Party believes it imperative to restore peaceful relations with Fengtien. Accordingly General Wang Chan-yuan, Mr. Chao Erh-shan, General Li Chi-chun and others were recently requested by President Tsao Kun to offer Marshal Chang Tso-lin the following terms:

(1) Chihli troops shall be stationed in Inner Mongolia and paid by the Central Government, but the taxes in Mongolia shall be collected by Fengtien province.

(2) A Fengtien Army Staff office may be established in Peking but it shall not be called Headquarters of the Fengtien Troops.

(3) The normal conditions shall be restored on the Peking-Mukden Railway but the Director of the Railway Administration, the Station Masters, Inspectors and gendarmes shall be appointed by Fengtien.

CANCEL AUTONOMY.

(4) Fengtien, Kirin and Heilungkiang shall cancel their autonomy and pledge their allegiance to the Central Government.

(5) The section of the Peking-Mukden line within the Great Wall shall be protected by Chihli troops and the Fengtien troops shall assume responsibility for the protection of the section outside the Wall.

(6) All military, administrative, judicial and other officials of the Three Eastern Provinces shall be appointed by the Central Government through Fengtien's recommendations.

(7) Fengtien, Kirin and Heilungkiang may retain their statutory remittances to the Central Government for the payment of three divisions and twelve mixed brigades to be maintained by the Three Eastern Provinces and, if there be any deficit, it shall be made up by the Central Government.

(8) The sale revenues of the Three Eastern Provinces shall be handed over to the Salt Commissioners but such revenues may be appropriated for paying the arrears of the Manchurian troops.

TITLES RECOGNISED.

(9) The Central Government shall address the authorities of the Three Eastern Provinces in official dispatches as "His Highness" (civil governors).

(10) The Central Government shall sanction any recommendations by the Fengtien, Kirin and Heilungkiang authorities concerning the awarding of orders of merit, decorations or other official ranks.

(11) With the exception of judicial and customs officials who are to be directly appointed by the Central Government, other officials may be freely appointed by the Fengtien authorities.

(12) Chihli troops shall be stationed within the Great Wall and Fengtien troops without, for defensive purposes, but Shanhaikwan shall be guarded jointly by gendarmes and inspectors dispatched by both sides. No troops of either side shall be allowed to enter Shanhaikwan.

(13) The five districts east of Chaoyang in Jehol shall be handed over to the control of the Fengtien troops.

INDENITIES WAIVED.

(14) The losses sustained in the Fengtien-Chihli War shall be borne by the Central Government, no indemnity to be paid to either side by the other.

(15) The Fengtien and Chihli troops for defending the borders shall keep within their respective posts and may who dare to pick a quarrel shall be dealt with according to military law.

(16) Fengtien and Chihli shall each work for permanent peace between the two parties and neither side shall disturb the peace by lending help to rebels.

(17) Fengtien may recommend men of talent to be members of the Cabinet.

(18) The opium traffic and cultivation shall be vigorously suppressed.

(19) Fengtien may appoint delegates to participate in conferences on diplomatic affairs.

(20) No territory, railway or mines in the Three Eastern Provinces shall be mortgaged for foreign loans.

MASTER MARINERS.

ENCYCLOPEDIA KNOWLEDGE
NECESSARY.

"A captain nowadays is everything but a sailor," remarked a sea-veteran to the Daily Bell. It would have been more correct, however, had he said that a modern captain is many things besides a sailor.

It is true that the seamanship part of an examination lasting four days seldom exceeds half an hour, but this is because the astute examiner—himself an old captain—is well able to satisfy himself in that time, by means of verbal questions, whether the candidate before him is qualified to command a ship or not.

Papers on navigation, nautical astronomy and trigonometry keep the candidate hard at work for the first two days.

On the other two days he works out problems on the chart, answers papers on meteorology, and naval architecture, writes an essay on some nautical subject, and satisfies the examiner that he thoroughly understands the people and construction of every nautical instrument, and can adjust his own compasses.

In addition, he must read and make signals by the semaphore, Morse, and international codes, know something about steam engines, pass an examination in first aid, have a thorough knowledge of a shipmaster's business and legal duties.

Thorough as this examination is, it pales into insignificance beside the extra-master's examination, a voluntary and final test which the aspirant for a good shore berth at the termination of the sea-going career cannot afford to miss.

SCOTTISH SPORT.

AIRDRIE WIN THE SOCCER CUP.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 26th.

The final in the Scottish Cup was disappointing. The contesting sides were Airdrieonians and Hibernians, and neither of them played even to ordinary form. The display was done of the most featureless and the least exciting witnessed in a Scottish Cup final in recent years. The players were obviously over-strung and excited, and from beginning to end failed to do themselves justice. Airdrieonians scored a simple goal in four minutes, but even that advantage had not the steadying effect on them that it should have had, and though they ultimately won deservedly, it cannot be said that they excelled their opponents either in team work or in individual cleverness. Airdrieonians' second goal, like their first, was from a header, and Russell, the Airdrie inside right, was the scorer on both occasions. Hibernians were severely handicapped by the breakdown of their best forward, Dunn, after 15 minutes' play, but notwithstanding their deficit of two goals at the interval they had at least an equal share of play with their opponents. For ten minutes after the resumption Hibernians had a marked advantage, but following that Airdrieonians took a commanding lead in play, and though the Edinburgh team's strike team were worthy winners. It was Airdrieonians' first Cup victory, and the club are to be congratulated on this crowning distinction to a long and honourable career and fitting reward to a season's work of outstanding merit. To gain the most coveted of all Scottish trophies and to finish as runners-up in the League in the one season are achievements that no provincial club has ever equalled.

THE LEAGUE AND RELEGATION.

In the Scottish League, Senior Division, two games were of outstanding interest. The positions of Queen's Park and Third Lanark had reached the critical stage, and their visits to Falkirk and Motherwell respectively were viewed with anxiety on the part of the Glasgow clubs. The results were awaited with abnormal expectancy, and the victory of the amateurs at Falkirk was received with enthusiasm. Queen's Park won by the decisive margin of 3 goals to 1 in a game that for keenness resembled a cup-tie. Third Lanark did not fare so well, although they had a lead of 2-0 at the interval, the locals forced a division of the points.

The Easter holiday games definitely settled the problem of relegation. Clydebank will be accompanied to the Second Division next season by Clyde, who only secured a point while their rivals, Third Lanark, were getting two. Queen's Park were on the losing side, but they were in a fairly safe position as a result of their win at Falkirk. The amateurs and Kilmarnock (with a game each to play) have obtained 30 points, while with completed programmes Third Lanark have secured 30 points, Clyde 29, and Clydebank 25.

SCOTTISH GOLF PROFESSIONALS.

As a rule, familiar names come to the front when the resident Scottish professionals get together in competition. It was no surprise, therefore, when Peter Robertson, Arthur Butchart, and Tom Fernie took three of the four places for the Daily Mail competition. J. McDowall, of Prestwick, took the other, and though he is not so conspicuously heroic as the others named, he is a very sound golfer, and has been well to the fore since he flashed out among the famous at the Galashiels tournament a few seasons ago. Gordon Lockhart is something of a paradox. He has a powerful game, none of the Scots has better, but it has been singularly hitched to the fatal facility for one bad hole.

LISTENING-IN ON PIE-DISH.

TELEPHONE WIRE USED AS
AERIALS.

With the aid of a pie-dish, costing 3d., and a pedestal telephone, an excellent aerial can be obtained, without apparently any infringement of the Post Office rule that there must be no connection to their apparatus.

The idea comes from America, and will be of great value to flat dwellers and others who find it impossible to erect an outside aerial, and have to be content with less efficient arrangements.

A correspondence who experimented with the plan, found there was an enormous improvement on an insulated aerial stretched round the picture rail of a room, an increase of nearly 50 per cent. in volume of sound being obtained.

All that is necessary is a piece of tin a little larger in diameter than the base of the telephone. A tin pie-dish serves admirably, and can be purchased at a household stores for a few pence.

The telephone is simply placed inside the pie-dish and a connecting wire carried from the latter to the aerial terminal on the receiving set. Even without an earth connection signals are quite strong.

Actually the telephone wires are utilized as an aerial through the condenser formed by the base of the telephone and the pie-dish.

On the bottom of the telephone is a ring of rubber. This acts as the "dielectric" between the telephone base, which forms the upper plate of the condenser, and the pie-dish, which forms the lower plate.

It is advisable, of course, to stand the pie-dish on a rubber mat, a piece of ebonite, or an insulating material.

No interference is caused in any way with the ordinary use of the telephone, which can be in service at the same time as the wireless set.

THE O'DWYER LIBEL
ACTION.CRITICAL ILLNESS OF GENERAL
DYER.

Brigadier-General Dyer, whose name became prominent at the time of the Amritsar riots in 1919, is critically ill. During his opening speech in the O'Dwyer libel action in the King's Bench Division, Mr. E. C. Charles, K.C., referring to the General's part in the outbreak and the suggestion that he might be called to give evidence, remarked:—

"General Dyer did what he conceived to be his duty. It is unnecessary to inquire further and impossible to call General Dyer who is hopelessly ill and will not be very long with us."

Allegations contained in a book written by Sir Sankaran Nair formed the substance of the action, which came before Mr. Justice McCardie and a special jury. Sir Michael O'Dwyer, Lieut.-Governor of the Punjab from 1913 to 1919, was the plaintiff, and Sir Sankaran Nair, the defendant. The alleged libel complained of was a certain passage which occurred in the latter's book, entitled "Gandhi and Anarchy."

Defendant denied that the words complained of bore any defamatory meaning and pleaded they were true in substance and fact and were fair comment on a matter of public interest.

SIR SANKARAN NAIR'S CHARGES.

Mr. E. C. Charles, K.C., opening the case, said that Sir Sankaran Nair's position had made the libels more dangerous than had been a nobody. Counsel described as a black lie, the passage in the book alleging the increase in the recruitment of non-Mohammedans as due to terrorism, and Sir Michael O'Dwyer, and announced that Lord Chelmsford would be called as a witness.

Referring to the passage in the book declaring that the Act of Indemnity was passed to save delinquents from prosecution in courts, Mr. Charles said that Martial Law was proclaimed contrary to Sir Michael's expressed request and that the Act of Indemnity was passed with reference to acts done under Martial Law for which plaintiff was in no way responsible.

Defendant knew this, as he was then a member of the Government of Lord Chelmsford, who would be called in to deal with defendant's statement that the English Cabinet's eulogy of Lord Chelmsford and Sir Michael O'Dwyer was an outrage on Indian public opinion. Possibly, said counsel, the eulogy might have been an outrage in the opinion of provincial blackguards, but it would be provokingly untrue that it was not an outrage in the opinion of decent people.

In his defence, Sir Sankaran Nair alleged that Sir Michael, although he knew that oppressive methods were used in recruiting, took no steps to show to officials and others that he disapproved of those methods. The fact was, said counsel, that Sir Michael disapproved absolutely of and forbade the purchase of recruits. He forbade the withholding of irrigation from villagers and the orders to compel villages to enlist, as suggested by one of the commissioners.

In all his recruiting speeches during war time Sir Michael had opposed coercion. Mr. Charles said that the hideously violent mob at Amritsar in 1919 was obviously bent on doing all it could to damage and possibly destroy British Government in India.

HOW TO SMOKE.

GETTING THE BEST FROM A
CIGAR.

Scarcely more than one man in ten who smokes cigars takes the trouble to light them properly.

A cigar importer tells all the "tricks" in the Daily Mail.

For example, do not light a cigar unless you are drawing on it simultaneously; otherwise the tobacco is converted into carbon and the aroma and flavour of the unburnt leaf is partly destroyed.

Equally important is the way a light is applied. Deliberately to hold a cigar in a flame and puff away until a portion of it is burnt, causes overheating and depreciates the remainder.

In holding a cigar, don't pinch or squeeze it or the outside wrapper and the internal portion will crack and cause the cigar to "leak," so that it burns unevenly.

On no account flick off the ashes too often. Avoid smoking quickly. A cigar smoked slowly always gives greater satisfaction because it is kept at a much lower temperature.

The best cigar if it be overhated becomes unfit to smoke.

Although a re-lighted cigar cannot be expected to retain all its former flavour, much of the depreciation can be overcome by first blowing through the cigar. This drives out most of the stale smoke between the leaf.

After a cigar is alight, let it cool a little. By drawing on it regularly, mildly, and moderately, your cigar will always smoke cool and sweet to the finish.

Finally, raise out the mouth after each cigar is finished. Only in this way can one have the fragrance of an early morning smoke, and not be troubled with the hot stinkiness of the previous one.

BOLSHEVISM AND RELIGION.

Bolshevism, as we know, has its own views on religion, and its own way of expressing them.

Mr. MacDonald, who is so fond of parading his Christian principles, and who never omits saying grace before meals—*Twentieth Century*.

The main purpose (of the Bolshevik censorship) is to stamp out religious allusions in which "God" is spelled with a capital B, and is spelled with a capital B.

It is not stated whether, per contra, the devil is spelled with a capital D. Probably it is. There are, after all, limits to scepticism; and he would be a hardy man who had lived through recent years in Russia and did not believe in hell.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "The Directory and Chronicle for China, Japan, the Straits Settlements, etc., etc." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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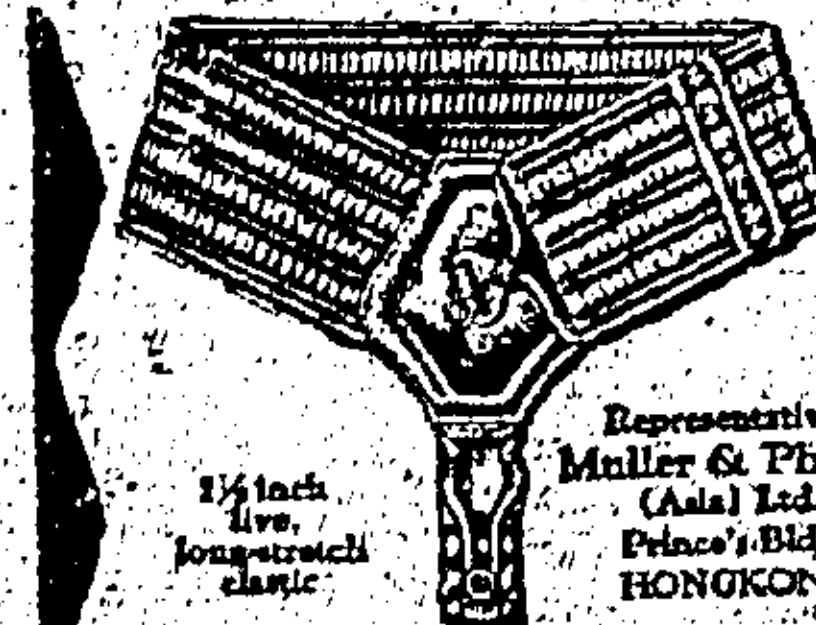
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THE PASSING OF HOUSEHOLD SILVER.

Long though its other uses are likely to continue, says *The Times*, silver is losing its former popularity as a material of ornament for the good reason that there is no one to keep it clean. Hired labour is too costly to be employed, by any but the most fortunate, in polishing without end, and submissive daughters, willing to spend the greater part of their lives with plate-powder, brush, and chamois leather, now, like Lincoln in the play, "belong to the ages." Though we dare not regret the polishers' disappearance, it is, perhaps, pardonable, before the last silver salver was banished from the dinner tables of England to look back upon the old display and to remember its comfortable shining. It stood or seemed now to have stood for a condition of life that, having endured through many changes of fashion and form, is now definitely departed; for vast families of a dozen or more who have disappeared with the tureen that fed them, for heroic swimmers whose ghosts now wink over the edge of a quart pot at those who sip bottled beer out of glasses; and for little maidens perched on Trafalgar chairs who would have cried their eyes out if they had been required to drink from anything less magnificent than their own christening-cups. With the decay of Victorian prosperity, silver may have grown thinner, but its tradition was bravely maintained. The grand-daughters of the Trafalgar ladies liked their hair-brushes to glitter with the beads of Sir Joshua's angels; their prayer-books and hymn-books were bound in perilous filigree; they put up brackets between a couple of South Africa were immortalized in silver statuettes; and their dressing-tables were gay with a hundred trinkets that shone again every Wednesday, and perhaps every Saturday, morning. Yet further progress of democracy carried silver into the humblest homes where attenuated vases, conspicuously hall-marked, gave gentility to the wall-flower and distinction to the pen.

A NEW ELEGANCE.
All are gone, or will soon be going. The kindly tureen, which by reason of its extreme weight, James had so much difficulty in carrying with appropriate nonchalance, has gone with James; his padded calves will support that burden no more. The vase, the statuette, and the filigree prayer-book have been thrown to the dealers. Even the rose-bowl, which in its rich fluting used to reflect the surrounding flush of mahogany and distill, like a mocking-glass, the features of our hungry ancestors, is withdrawn into tissue paper and disdains to have converse with stainless steel. We are all turning to substitutes, and, the uniformity of silver being gone, we reveal ourselves in our choice of them. James the Younger, in those houses which still can find a place for him, is busy with cut-glass, silver's most exquisite understudy. Others rely upon porcelain, or charming pieces of pseudo-japanica collected on their travels; others, of a more revolutionary temper, have at a bound gone back to the cottage—or at least to the cottage-ten-room—and provide food and flowers and water in delightfully simple receptacles closely resembling a flower-pot. Upstairs in my lady's room, everything that was once bound in silver is now marvellously adorned with pink grapes and magenta pomgranates in satin. Everywhere the spell of silver is being lifted. No more shall candles gutter in gleaming branches or oceans gash in a tureen. We are grown at once practical and elegant with a new elegance. Henceforth, by electric light, we shall nibble an olive from an earthenware saucer and now and then visit a museum or a university to see what a tankard was like.

CHARACTER IN HANDSHAKES.

How many people realize that in the mere pressure of their handshakes their characters may be summed up admirably? Every person shakes hands differently. There is the person who extends in a very gingerly manner a scanty couple of fingers and withdraws them at the earliest opportunity. He is a precise person who counts the consequences of every step before taking it, for him no proverb "look before you leap" has no use—he always does. Then we have the half-fellow-well-met handshaker, who squeezes a friend's hand for five minutes on end, talking volubly the while. He may be quite unaware of his peculiarity because it is natural to him. A jolly man this, of good intentions and pressing invitations. Easygoing he may be, but he is not lazy. Your aching arm will testify to that! Next comes the flabby handshaker, chill and clammy—a thing of horror and cold shiverings, giving the impression of an encounter with a jelly fish, and it seems to signify a rebuff. This might well be deemed significant of the weak-willed individual.

The fourth is the iron grip—the hand-shake of the strong sort of person whose main idea, apparently is to acquaint all the bones in the hand with one another. This, probably denotes an overpowering domineering personality. He may be a man of action and energy, but it is more physical than mental.

The last is the firm clasp of the straightforward man of sincere thoughts and unwavering purpose. He is a striving worker who has time enough to wish one well, but none to waste in drivelling. He is the man who is not deceived by appearances, for he knows the things worth while.

A BRITISH JUSTICE EXHIBIT

It has been decided to set up a Petty Sessions Court inside the British Empire Exhibition grounds. The Court will sit daily—*The Times*. Among so many wonders of the Empire a British Justice Exhibit is only fit and proper, remarks a London commentator who suggests that perhaps one of our more humorous magistrates will be chosen for the occasion.



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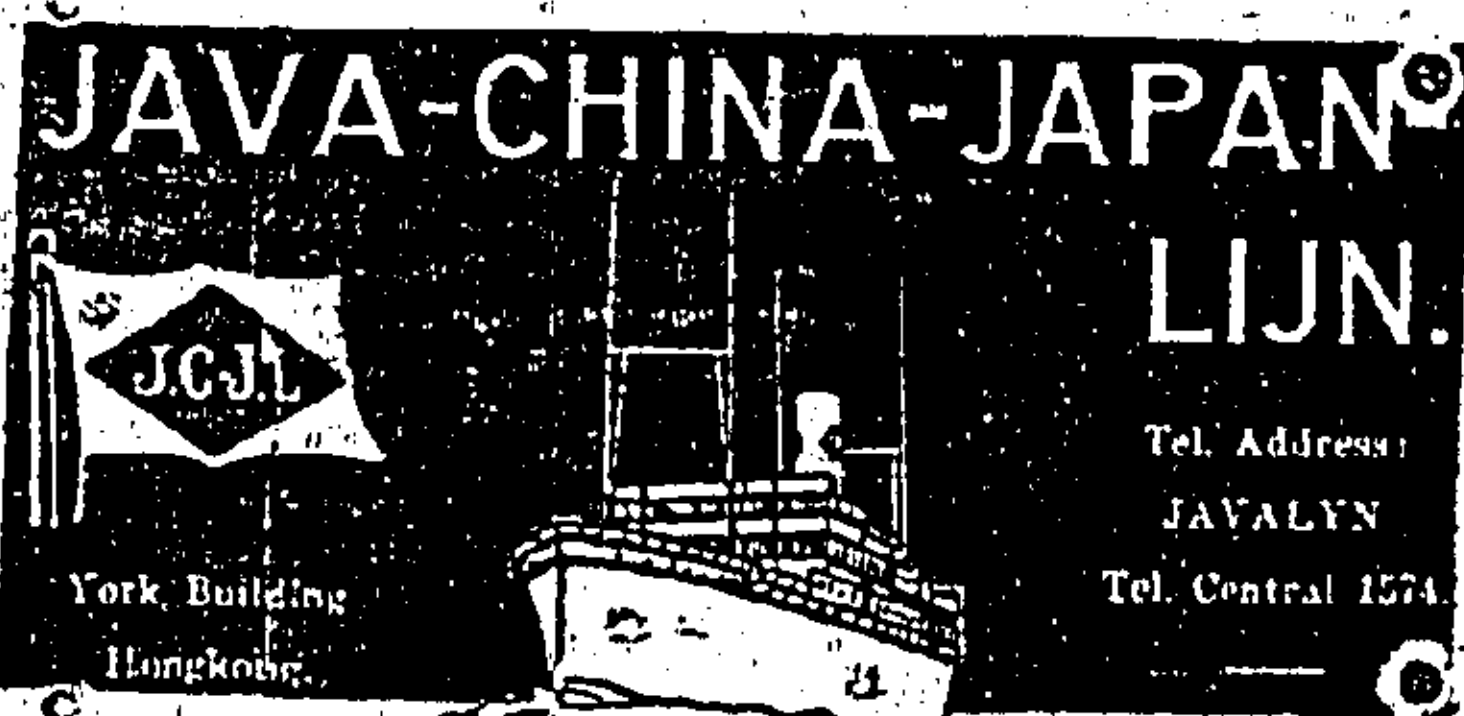
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ABOLISH COCAINE.

A NEW OPPORTUNITY AT GENEVA.

Writing in the *Manchester Guardian*, Dr. C. W. Sledgeby deals with the opportunity the League of Nations has for abolishing cocaine.

Nearly a year ago (May 23rd, 1923) in this journal I briefly stated the contention to which Sir William Bayliss, one of the greatest of living physiologists, was led by his official study of cocaine in 1917, and in which my own sociological observations confirmed me in Montreal in 1921. Earlier in the year Sir William Bayliss and I had jointly drawn attention to the existence of substitutes for cocaine and had urged that the cultivation of the coca-leaf should be suppressed by international action, this being, we were convinced, the only way with cocaine. The Minister of Health, shortly thereafter, appointed a committee to study this question of substitutes, but to-day the report of no such committee need be awaited. A recent discussion on "Possible substitutes for cocaine," at a general meeting of the Royal Society of Medicine, is reported in the *Lancet* (March 22nd, p. 396), and a variety of substitutes for cocaine are now available. At the very least, in the view of some of the leading pharmacologists in this country, beginning with Dr. H. H. Selye, F.R.S., who opened the discussion, no cocaine need ever be prescribed again by doctors; if its medical or surgical use be desired, the doctor can administer it himself. We are well on the way to the acceptance by clinicians of the view put forward regarded by us as the true and only solution of the problem—that cocaine need no longer be employed in medicine or surgery at all.

An international Committee is now engaged in preparing the programme for the important Conference which is to take place in Geneva in November, when the principle of international control of production of noxious drugs is to be actually applied, we may hope, in an effective way. The preparatory Committee has already met, and next again in Paris this week. Its action is more than likely to have a large influence upon the decisions of the Conference in November. Hence I propose to confine myself entirely to the question of cocaine—explicitly repeating my statement here last year, that this is in no way designed to draw attention away from the opium question, in which Britain has long been damnably guilty and is so still. On the contrary, I hope for the most cogent American pressure in November on the subject of the monstrous excess of opium grown in India for financial reasons.

A MATTER FOR THE GOVERNMENT.

But my present desire is to draw the attention of the Government to a subject which its members have hitherto had little occasion to consider, and to ask whether the official representatives of the Home Office on the Programme Committee are really acting in a sense which this Parliament would approve if it knew anything of what is involved. As regards the opium traffic, it is already obvious that the British and French members of the Committee are bound by their instructions to deal very tenderly with existing interests; and as regards cocaine no one will question that the Dutch member of the Committee is openly concerned to defend the coca-leaf plantations of Java.

I ask the friends of order and decency and youth in Canada and the United States, now fighting under the greatest difficulties against the depredations of the cocaine habit, to observe that, say in Montreal, the drug they fight is grown thousands of miles away in certain countries, extracted from the leaf solely in Germany and Switzerland, and thence sent to destruction in North America, the chemists of which are fully capable of making novocain and butyn (first constructed in Chicago) for themselves, so that no need for cocaine exists there at all.

COCAINE AS REPARATIONS.

If the problem is to be solved it must be solved in Geneva by the League of Nations. Meanwhile, incredible to relate, under the protocol of delivery of pharmaceutical products by Germany to the Allies, signed in Paris in 1920, Germany is required, without time-limit, to deliver to the Reparation Commission 12.5 per cent of her total production of cocaine. That is to say, the Allies have contracted for, are now presumably receiving, and will continue to receive until further notice large amounts of cocaine by way of reparations payments, and are thereby stimulating further production of a drug which contemporary pharmacology declares to be wholly superfluous. I suggest that questions might usefully be asked in Parliament as to what amounts of cocaine and other noxious drugs have been received under this protocol and what has been done with them. For myself, I cannot conceive a more pitifully ironic spectacle than that of the police and Customs officers, and health officers and social hygienists, and magistrates and legislatures of Germany's late enemies fighting vainly against the ravages of a drug which should no longer exist outside research laboratories whilst their respective Government compels Germany to supply them with it by way of reparations for the harm she did them in the war.

The American delegation is sound and serious on this subject. The members have made a real study of it, and are appointed by their country to act under the League of Nations, to which it does not belong. We do belong to the League, and, being Americans for her offences, are our official representatives under strictures to act in the spirit of the League, or to obstruct that spirit when the Americans show themselves animated by it.

WEATHER REPORT

May 26th at 17.50—Pressure has increased moderately at Chefoo, and slightly over S. Japan and Formosa. It has decreased moderately over N. Japan. Changes elsewhere are small.

The depression over N. Japan has moved eastward.

An anticyclone appears to have formed over N. China.

Hongkong rainfall for the 24 hours ending at 18 hours, May 26th, 0.00 inch. Total since January 1st, 28.70 inches, against an average of 21.13 inches.

The forecast for the 24 hours ending at 18 hours, May 27th is as follows:—

District Forecast

Formosa Channel ... N.E. winds, mod. rain.

Hongkong to Gap Rock (L.I.) winds, moderate; fine to cloudy.

South coast of China between Hongkong and Lamock ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 26th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.75	29.80	29.80
Temperature	80	74	81
Humidity	74	96	67
Wind Direction	SE	Calm	E
Force	3	0	2
Weather	0	B	C
Rain	0.00	0.00	0.00
Highest open-air Temperature on 25th	83		
Lowest open-air Temperature on 26th	74		

HONGKONG TIDE TABLE.

From May 27th to June 2nd, 1924.

Days of Week	Days of Month	High WATER		Low WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	27	h. m.	ft. in.	h. m.	ft. in.
		6 12	4 9	10 56	4 9
Wed.	28	4 34	3 2	11 36	1 9
		5 48	5 0	0 17	3 4
Thur.	29	7 5	5 6	0 19	2 2
		6 51	4 9	1 12	2 9
Fri.	30	7 29	5 0	0 54	2 4
		7 44	4 8	1 36	2 3
Satur.	31	7 22	6 3	1 24	2 5
		8 29	4 7	2 34	1 9
Sun.	1	8 17	0 7	1 53	2 7
		9 10	4 6	3 11	1 5
Mon.	2	8 43	7 0	3 21	2 3
		9 50	4 5	3 47	1 3

VESSELS EXPECTED.

Anchises (Blue Funnel), due June 14th.
Argonaut (Blue Funnel), due May 29th.
Cyclone (Blue Funnel), due May 31st.
Drumhead (Blue Funnel), due June 7th.
Empress of Australia, due June 4th.
Hindenburg (Hugo Stinnes), due May 28th.
Kuanyu Maru (O.S.K.), due to-day.
President Jackson (Dollar), due June 23rd.
President Jackson (Admiral Oriental), due May 29th.
President Jackson (Admiral Oriental), due June 10th.
President Van Buren (Dollar), due June 9th.
Seiyun Maru (T.K.K.), due June 2nd.
Titan (Blue Funnel), due June 25th.
Victoria (China-Australia), due to-day.

OVERHAULS, REPAIRS, RESURFACING, &c.
DR. LECLERC'S PILLS FOR THE KIDNEYS
DR. LECLERC'S PILLS FOR THE KIDNEYS
DR. LECLERC'S PILLS FOR THE KIDNEYS
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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
RANGKOK via SWATOW	"FOOSHING"	Tuesday, 27th May, 10 a.m.	
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Wednesday, 28th May, 10 a.m.	
TIENSIN	"CHEUNGSHING"	Wednesday, 28th May, Noon	
SHANGHAI	"LIENSHING"	Thursday, 29th May, Noon	
SHANGHAI via SWATOW	"HOANGSHING"	Thursday, 29th May, 3 p.m.	
KORH via SHANGHAI & MOJI	"YATSHING"	Friday, 30th May, 7 a.m.	
MANILA	"FUOKSANG"	Saturday, 31st May, 7 a.m.	
RAIPHONG via HOIHOW	"YUENSANG"	Saturday, 31st May, 11 a.m.	
TSINGTAU via SWATOW & SHANGHAI	"MINGSANG"	Sunday, 1st June, 10 a.m.	
SANDAKAN	"YUSANG"	Wednesday, 4th June, 9 a.m.	
MANILA via AMOY	"MAUSANG"	Saturday, 7th June, 1 p.m.	
HAIPHONG via HOIHOW	"SUISANG"	Saturday, 7th June, 3 p.m.	
KORH via SHANGHAI	"LEISANG"	Sunday, 8th June, 10 a.m.	
BANGKOK via HOIHOW	"KUTSANG"	Wednesday, 11th June, 7 a.m.	
	"CHUNSANG"	Saturday, 14th June, 10 a.m.	

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

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Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"CARMARTHENSHIRE"	28th May	"GLENBARRY"	3rd June	
"CARNARVONSHIRE"	12th June	"MAUSANG"	London, Rotterdam & Hamburg.	
"GLENARA"	29th June			

Movements are subject to change without notice.

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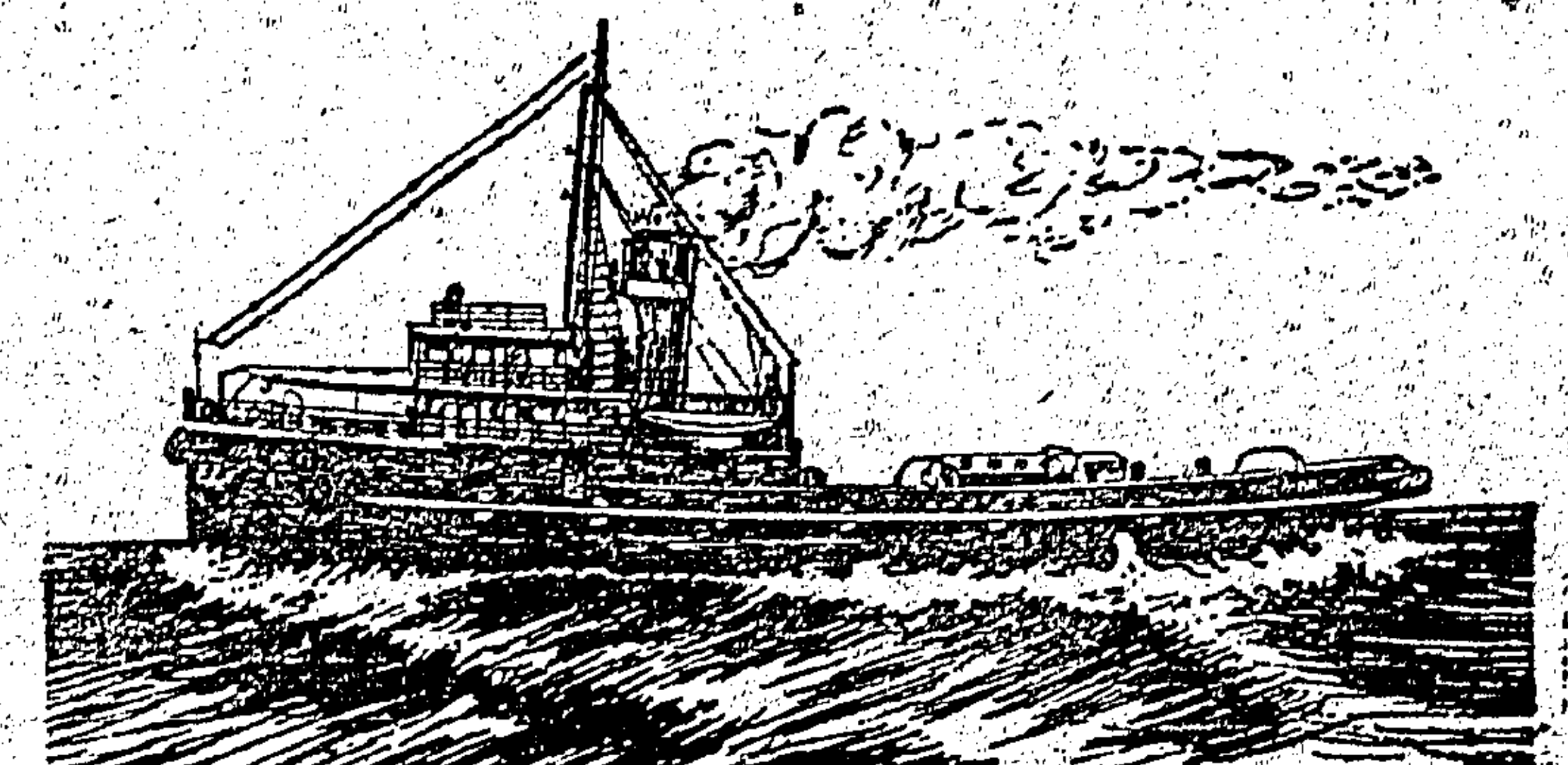
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R. M. DYER, B.Sc., M.I.N.A., 14 WILSON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

May 26th.
Ats Maru, Japanese str., 1,022 tons, Capt. K. Okamoto, from Nagasaki, lying at Kowloon wharf.—N.Y.K.
Autogoon, British str., 1,350 tons, Capt. E. H. Towill, from Shanghai, with a general cargo, lying at Admiralty buoy No. 1.—B. & S.
Easton, British str., 2,273 tons, Capt. G. L. Smith, from Moji, with a general cargo, lying at buoy No. 41.—MacKinnon, Mackenzie & Co.
Avonport, British str., 1,228 tons, Capt. L. Jenkins, from Amoy, lying at Taikeo Dock.—B. & S.
Takama Maru, Japanese str., 1,294 tons, Capt. T. Ishigaki, from Keelung and Swatow, with a cargo of coal, lying at buoy No. 84.—Y.K.K.
Tsukumi, Dutch str., 2,588 tons, Capt. J. J. Duit, from Batavia and Cebu, with a general cargo, lying at buoy No. 46.—J.C.L.
 May 26th.
Chantilly, French str., 3,334 tons, Capt. Le Moy, from Marseilles and Saigon, with a general cargo, lying at buoy No. 4.—M.M.
Comanche, Scotch American str., 1,015 tons, Capt. J. Hill, from Astoria, with a general cargo, lying at buoy No. 10.—Carmichael & Clark.
Dumpley, Norwegian str., 1,444 tons, Capt. E. N. Johnson, from Bangkok, with a general cargo, lying at buoy No. 12.—Kwang Nian Song.
Empress of Russia, British str., 8,789 tons, Capt. A. J. Hosken, from Manila, with a general cargo, lying at Kowloon wharf No. 3.—P.S.S. Ltd.
Imperial, British str., 1,228 tons, Capt. H. Gifford, from Shanghai and Swatow, with a general cargo, lying at buoy No. 3.—B. & S.
President Lincoln, American str., 6,193 tons, Capt. K. A. Ahlin, from New York and Shanghai, the latter port she left on May 21st, with a general cargo, lying at Kowloon wharf No. 1.—Dollar Steamship Line.
President McKinley, American str., 3,400 tons, Capt. A. O. Latta, from Manila, with a general cargo, lying at Kowloon wharf.—Admiral Oriental Line.
Sheep Dr., British str., 1,770 tons, Capt. W. Knight, from Chinwangtao, with a cargo of coal, lying at buoy No. 121.—Dowell & Co.
Tenn, British str., 1,331 tons, Capt. C. H. Walker, from Bangkok and Hoihow, with a general cargo, lying at buoy No. 115.—B. & S.
Wakasa Maru, Japanese str., 3,394 tons, Capt. K. Horikawa, from Moji, with a general cargo, lying at Kowloon wharf.—N.Y.K.

CLEARANCES.

May 26th.
Ats Maru, for Manila.
Autogoon, for Singapore.
Chantilly, for Shanghai.
Hydrangea, for Swatow.
Inda Maru, for Singapore.
Kamohara, for Canton.
Kanagawa, for Canton.
Sunlight, for Batavia.
Takama Maru, for Canton.
Tatsumi Maru, for Shanghai.
Tokomi Maru, for Bangkok.
Wakasa Maru, for Singapore.
Tanaka, for Hoihow.

SHIPPING MOVEMENTS.

The R.M.S. **Empress of Russia**, Capt. A. J. Hosken, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on Thursday, May 26th.
 The P. & O. s.s. **Morro** from Hongkong, arrived London on May 23rd, at 6 a.m.
 The P. & O. s.s. **Morro** left Singapore for this port on Sunday, the 25th inst., at 10 a.m., and the outward English mails, and a dispatch on Thursday, the 26th inst., at about 2 p.m.

WINGED CARGO SHIPS.

VISION OF EMPIRE AIRWAYS OF THE FUTURE.
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PASSENGERS.

ARRIVALS.

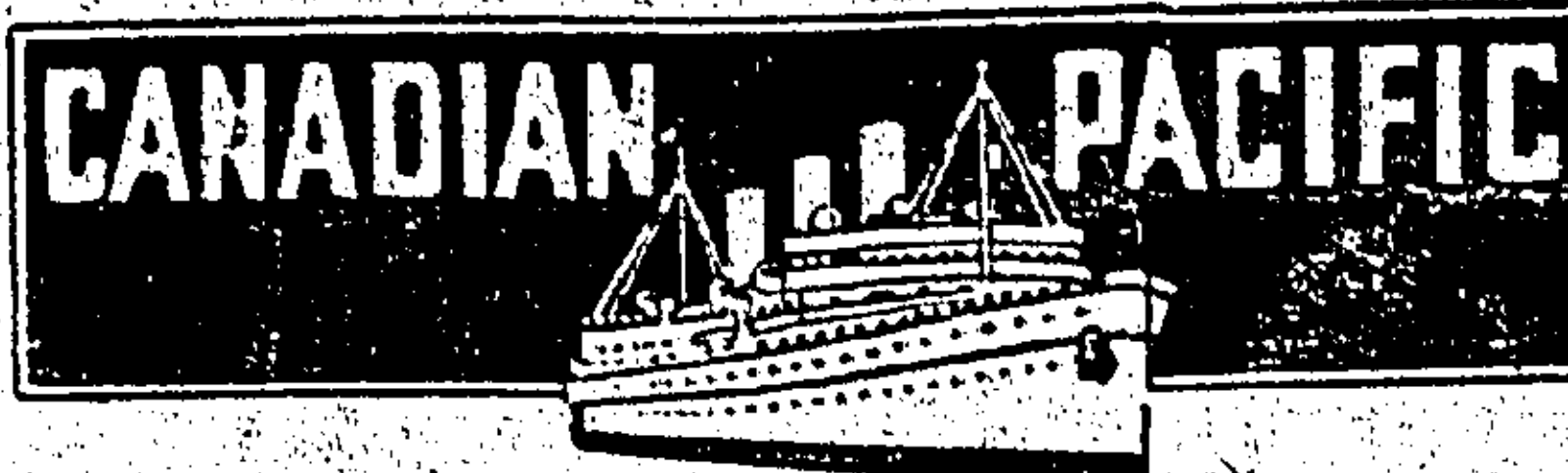
Per s.s. **Endora**, from Japan, on May 26th:—Miss K. Fryer, Miss B. Hison, Mr. W. S. Dixon, Mr. J. Johnston, Mr. J. Laine, Mrs. and Miss J. Francis, Mr. C. V. Hartley, Miss J. M. Lombard, Mr. and Mrs. C. L. Spencer, Mrs. Ray and Mr. F. W. Galloway.
 Per s.s. **President McKinley**, on May 26th:—For Hongkong: Miss V. Chashin, Mr. C. G. Colgrove, Mr. L. H. Golube, Mr. and Mrs. V. Leontieff, Mr. Geo. H. Lynott, Mr. T. Kee Hue, Mr. Louis Telberbaum. For Shanghai: Mr. E. C. Boyle, Mr. A. C. Ruoff, Miss Alvine Schmidt, Mr. D. E. Weidman, Mr. and Mrs. F. V. Walker. For Seattle: Mr. C. E. Casey, Mr. H. T. Edward, Mr. R. H. Hing, Mr. House H. Tom, Mr. M. de Jesus, Mrs. B. M. Lauritzen, Mr. M. B. Wood, Mr. Wm. Young.
 Per M.M. s.s. **Chantilly**, for Hongkong: Mr. Lapierre, Mr. Almeida, Mr. Silva, Mrs. I. C. Nery, Mr. T. Aelo, Mr. Jockey, Mr. Khalil, Mr. S. A. Reid, Mr. and Mrs. Simmons and three children, Mr. and Mrs. Franklin and two children, Messrs. Fry and Hepitage, Mr. Y. Yamashita, Mr. R. Thomas, Mr. G. J. Griffith, Mr. Dodge, Mr. R. E. Webster, Mr. Wong Kim Wo, Mr. M. J. Oliver, Mr. and Mrs. Chow Shin Po, Mr. Nei Chan Tan, Mr. Westerhant, Mr. Yu Yu Yuan, Mr. Li Shih, Mr. G. Duclos, Mr. T. A. Soor, Mr. Tia Mah Yan, Mr. Leblanc and Mr. Colobert.
 Per R.M.S. **Empress of Russia**, on May 26th, from Manila:—For Hongkong: Dr. and Mrs. R. S. Carroll, Mr. D. T. C. Ching, Mr. Sui Dr, Mr. Buncio Dy, Mr. Ting Hon Dy, Mr. Lynn Fay, Mr. A. Gavel, Mr. S. Mitenda, Mr. M. Nava, Mr. M. E. Porter, Mr. J. Ruiz, Mr. W. Sui Gong Ben, Mr. B. Bhawakram, Mr. H. T. Bharan, Mr. A. Cameron, Mr. J. W. Wilson, Mrs. C. Basa, Mr. M. S. Casca, Mr. Wah Chui, Mr. J. M. Esvelin, Mr. T. Gandmal, Mr. C. Khendad, Mr. C. Khiantamal, Mr. Kong Loi, Mrs. H. C. Manalang and three children, Mr. H. Rang, Mrs. G. St. John.
 Per Dollar Line s.s. **President Harrison**, from New York and San Francisco, on May 25th:—Mr. Geo. Arnfield, Mrs. M. C. Chock, Mrs. J. A. Croome, Mr. H. S. G. Vault, Miss F. M. Floate, Mrs. L. H. Garlington, Mr. J. F. Haggeman, Dr. H. H. Nelson, Mr. J. Kawamura, Mr. and Mrs. Wm. N. H. Murdock, Mr. B. C. Sienkevitch, Mr. T. V. Soong, Mrs. F. S. Shelton, Mr. Ahmed Yezdi, Mrs. M. L. Aitken, Mr. J. J. Silver, Mr. J. E. Denmark, Mr. Nelson Graham, Miss A. Mayfield, Mr. B. V. Yarrow, Mrs. E. A. Foster, Mr. H. J. Everall, Mr. and Mrs. M. Toek, Miss M. Toek, Miss H. A. Walther, Mr. A. Wynn, Mr. David E. Byron, Mrs. Marion Byron, Mrs. M. G. Deuel, Mrs. H. M. Gautier, Mrs. M. C. Hauser, and Mr. F. W. Morrow.

DEPARTURES.

Per M.M. s.s. **Chantilly**, on May 26th:—Mr. C. Hopper, Capt. Hoffal, Mrs. G. M. Bailey, Mr. F. Laurence, Mr. F. Wood, Mr. P. Noel, Mr. v. Dorsser, Mr. C. Economou, Mr. C. Schmecker, Miss Byrd, Mr. C. R. Niollis, Mr. T. M. Lamb, and Mr. I. Elias.
 Per N.Y.K. s.s. **Ats Maru**, on May 26th:—Mr. Yoo Gin Hee, Mr. A. Tomozawa, Mrs. A. Tomozawa, Mr. and Mrs. S. Mori and two children, Mr. and Mrs. E. T. Jackson, Mrs. E. Koop, Miss M. W. Shumann, Miss S. Smith, Mr. J. H. Anderson, Mr. J. C. S. Barrow, Mr. and Mrs. Kanegas, Mrs. A. L. Balfour, Mr. S. Henry, Mr. W. Nonaka, Mr. R. G. France, Mr. Y. Chikamoto, Mr. and Mrs. J. Shorman, Mr. and Mrs. P. H. A. Barrow, Mrs. Bertha Hill, Miss F. Hill, Dr. and Mrs. A. A. King, Miss F. King, Mrs. G. Franklin and infant, Miss M. G. Lloyd, Mr. A. Felice, Miss F. M. Smith, Miss R. J. Bellinger, Miss Sadler, Mrs. M. Tanaya, Mrs. T. Cones, Mrs. T. Doi and infant, Mrs. T. Yoshio, Mr. S. Cones, Mr. Y. Sonoda, Mr. M. Higoshi, Mr. J. A. Bass, Mr. G. Kennedy, Mr. S. Yoshika, Mr. and Mrs. A. B. Lee, Mr. and Mrs. Miyoshi and two children, Miss H. Nakamura, Mr. V. Sommer, Mrs. S. Donsky, Mr. P. Donsky, Mr. D. Mohammed, Mr. F. Choir, Mr. and Mrs. P. Goolerich, and Mr. Jureidini.
 Per Hugo Stinnes s.s. **Adolf Von Bayer**, for Manila: Mrs. M. Frank, Mrs. Bertha Schwartzkopf, Mrs. D. L. Kirwin. For Naples: Mr. and Mrs. von Borch and two children, Mr. and Mrs. Cernoy and child, Mr. Paul Frank, Mr. E. Gutter, Mr. and Mrs. Master and four children, Rev. A. Puaczek, Rev. G. Carabelli. For Antwerp: Mr. and Mrs. Irish and four children. For Rotterdam: Mr. and Mrs. Atchison and two children. For Hamburg: Mr. and Mrs. Kink and child, Mr. D. Petersen, Mr. and Mrs. Kirkene and two children, Miss Irene Brandtman, Miss J. Petersen, Mr. and Mrs. Andrusen.
 Per Hugo Stinnes s.s. **Adolf Von Bayer**, for Hongkong:—Mrs. and Miss Dunn, Mr. and Mrs. Riley and children, Mr. Paul Hufmann.

EXPECTED ARRIVALS.

Per Hugo Stinnes s.s. **Hindenburg**, due on Wednesday, the 29th inst., from Europe to China and Japan.—Mr. Hugo Graser, Mr. Ernest Dello, Mr. Fritz Kaeseman, Mr. Friedrich Kiderlen, Miss M. Meyer, Mr. Gerhard Schmidt.
 Per Hugo Stinnes s.s. **Adolf Von Bayer**, for Hongkong:—Mrs. and Miss Dunn, Mr. and Mrs. Riley and children, Mr. Paul Hufmann.



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From	Due	From	Due
Hongkong	Vancouver	Quebec	England
Empress Russia	May 29 June 16	Minnedosa	June 28 July 2
Empress Australia	June 18 July 2	Mollita	July 9 July 16
Empress Asia	July 8 July 21	Empress Scotland	July 30 Aug. 6
Empress Canada	July 19 Aug. 3	Empress France	Aug. 13 Aug. 20

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June 25	June 27	Empress Asia	June 28
July 23	July 25	Empress Russia	July 26

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KOREA MARU (From Yokohama June 12th) 20,000 tons June 2nd
SHINYO MARU 22,000 tons June 27th
SIBERIA MARU 20,000 tons July 12th
TAITO MARU 22,000 tons July 26th

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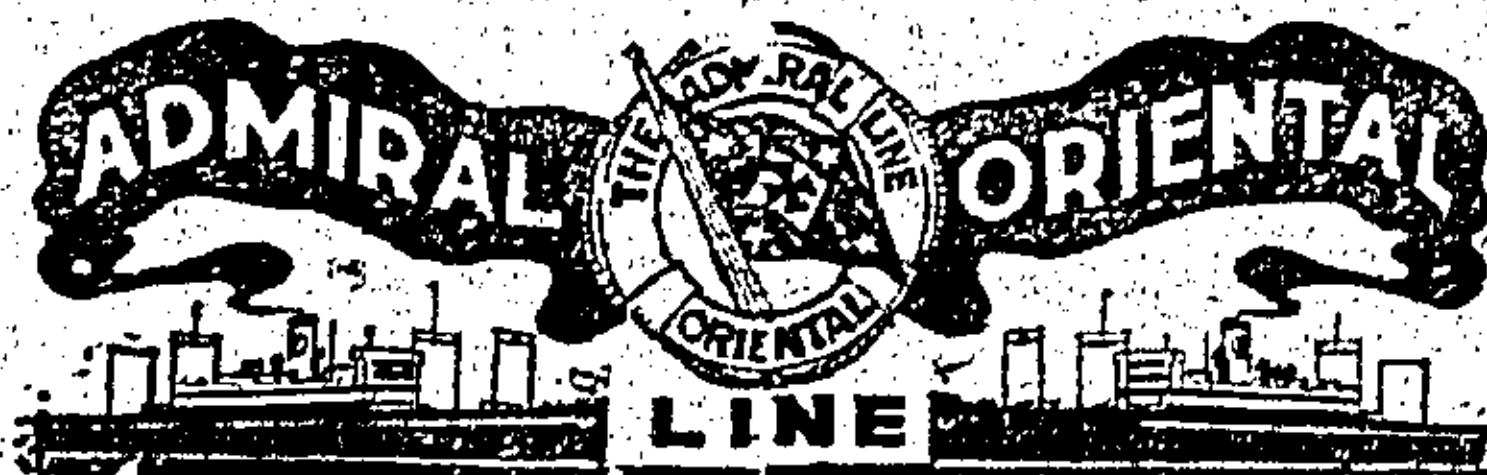
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 S.S. "ISLA DE PANAY" ... 23rd June

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S.S. "PRESIDENT WILSON" ... June 4th, at 5 p.m.
 S.S. "PRESIDENT LINCOLN" ... June 18th, at 5 p.m.

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WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS	YOSEMITE GRAND CANYON FEATHER-RIVER YELLOW STONE PARK NIZGARA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... June 5th, at Noon.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE PAUL" ... June 5th, 1924, at 6 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports. Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America 6.34 (10), 6.34 (10), 6.34 (10).

YOKOHAMA, MANILA, SINGAPORE, PENANG, RANGOON, CALCUTTA, LONDON & ANTWERP via Singapore, &c.
 KAWACHI MARU ... Wednesday, 28th May, at 11 a.m.
 KAWACHI MARU ... Wednesday, 4th June, at 11 a.m.
 KAWACHI MARU ... Wednesday, 18th June

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... Saturday, 14th June

LIVERPOOL via MARSEILLES & VALENCIA.

TOYOHASHI MARU ... Sunday, 15th June

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 18th June, at 11 a.m.

YOSHINO MARU ... Wednesday, 18th June

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU ... Friday, 13th June

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... First July

BOMBAY via Singapore & Colombo.

WAKASA MARU ... Tuesday, 27th May

TAMBA MARU ... Tuesday, 10th June

CALCUTTA via Singapore, Penang & Rangoon.

MUORAN MARU ... Thursday, 20th May

BENGAL MARU ... Monday, 24th June

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 12th June

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU ... Saturday, 31st May

SADO MARU ... Sunday, 1st June

FUSHIMI MARU ... Tuesday, 2nd June

For further information, apply to—

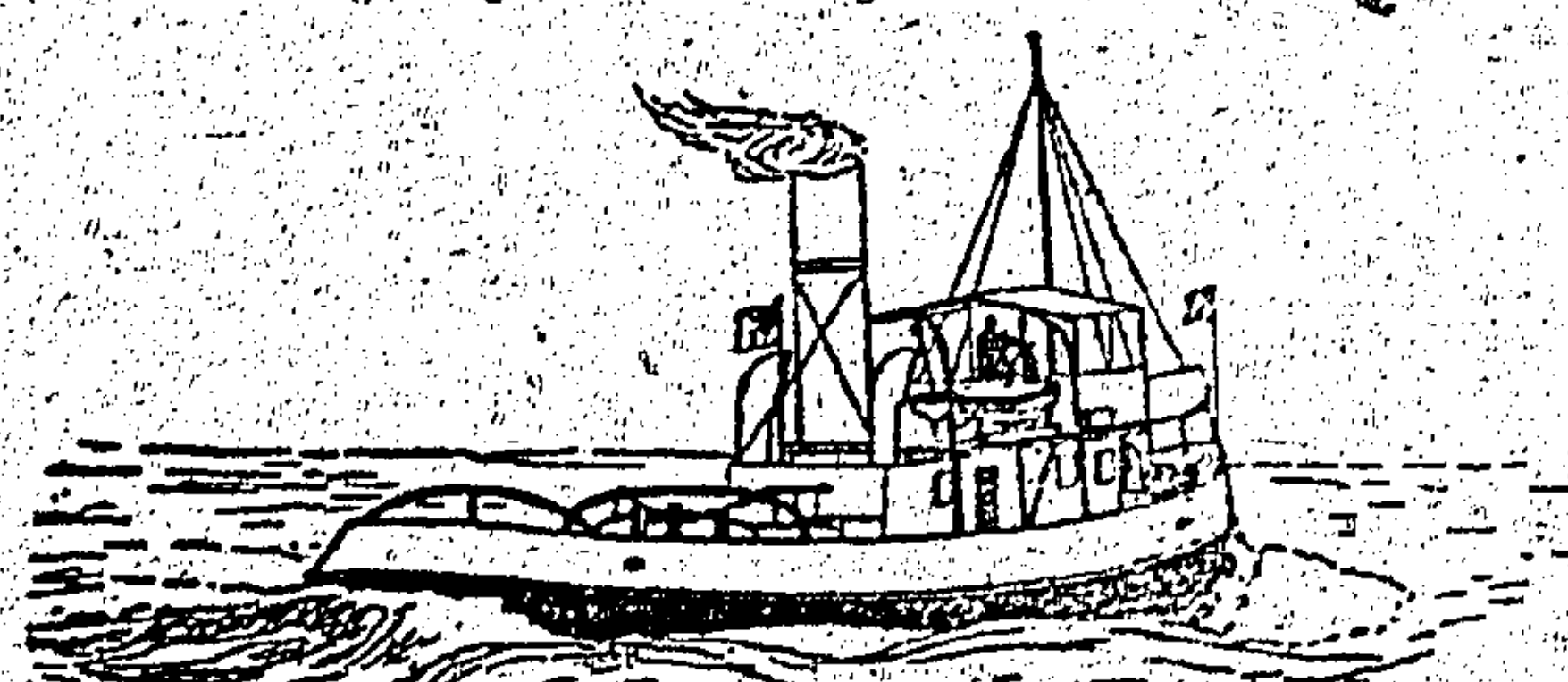
NIPPON YUSEN KAISHA

Telephone: Central Nos. 292, 293 & 292. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds. Tugs, Barges, Oil Tankers, Light-draft and River Steamers.



OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairs.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

IF 3 A.M. NS 13th June Mars, L'don, B'dam, & Hamburg
PASSENGER SERVICE.

"CITY OF LAHORE" 28th Oct Shanghai and Japan
"CITY OF LAHORE" 7th Dec Marseilles, London, etc.

FARES TO LONDON.

1st Class "A" £82, "B" £84, 2nd Class "A" £62, "B" £56.
"A" £161, "B" £147, "A" £108, "B" £98.
Cargo Steamers, Saloon Passage £62.

NOTE—Particulars of Passage Rate by Cargo Steamers.

For further particulars, apply to—
THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

"KASAMA" via Suez Canal 31st May.
"DIODE" via Suez Canal 11th June.
"MEVELAUS" via Suez Canal 21st June.
"CITY OF SHANGHAI" via Suez Canal 1st July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	10th Apr.	12th May	8th June
CHANTILLY	24th Apr.	26th May	22nd June
ANGERS	30th May	31st June	27th July
PORTUS	23rd May	24th June	20th July
AMAZONE	8th June	7th July	3rd Aug.
ANGOR	18th June	21st July	17th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £85. 0s. 0d. B CLASS (1st Class) £83. 0s. 0d.
STEAMERS (2nd) £68. 0s. 0d. STEAMERS (2nd) £60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"MIN" loading for HAVRE, ANTWERP & DUNKIRK about

"MIN" from DUNKIRK, LONDON & HAVRE is due to arrive End of June.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 8, QUEEN'S BUILDING.
2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG Capt. W. C. Passmore Tuesday, 27th May, at 5 p.m.
HAIPHONG Capt. E. Walker Friday, 30th May, at 3 p.m.
HAIPHONG Capt. W. S. Tarbush Tuesday, 3rd June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "ROMAN PRINCE" 14th June.
S.S. "EASTERN PRINCE" 1st July.
S.S. "GALIC PRINCE" 15th July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)

Telephone: Central 3165

Telegrams (Furness)

87 George's Building.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"NAGPORE"	5,233	28th May, Noon	Spore, Colombo & B'bay.
"RHIVA"	9,097	31st May, D.L.	Mars, London & Antwerp
"ALIPORE"	5,472	3rd June	Manila, Spore, & B'bay.
"SICILIA"	8,813	11th June	Spore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	14th June	Mars, London & Antwerp.
"MOREA"	10,911	28th June	do.
"KIDDERPORE"	5,334	30th June	Spore, Penang, Colombo & B'bay.
"SOUDAN"	8,698	9th July	Spore, Penang, Colombo & B'bay.
"KARMA"	8,098	12th July	Mars, London & Antwerp.
"MALWA"	10,941	26th July	do.
"DEVANHA"	8,092	9th Aug.	do.
"SICILIA"	8,813	22nd Aug.	Spore, Penang, Colombo & B'bay.
"NAGOYA"	6,354	30th Aug.	Mars, London & Antwerp.
"SARDINIA"	6,884	4th Sept.	do.
"KALYAN"	9,118	8th Sept.	Spore, Penang, Colombo & B'bay.
"KASABHIND"	11,423	20th Sept.	Mars, London & Antwerp.
"K. SEMIR"	8,963	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"KASHGAR"	8,840	1st Nov.	do.
"MALWA"	10,941	15th Nov.	do.
"KARMA"	8,098	29th Nov.	do.
"MANUFA"	10,902	13th Dec.	do.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	29th May	Singapore, Penang & Colombo.
"TOKILIA"	6,405	14th June	do.
"TALMA"	10,000	10th June	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	28th May, Noon	Manila, Sandakan, Thursday
"ARAFURA"	6,000	2nd July	Island, Fowey, Brisbane,
"ST. ALBANS"	4,000	30th July	Sydney & Melbourne.

* "EASTERN" does not extend to Melbourne.
Frequent connections from Australia with the following—
The Union S.S. Co. Steamers to the United Kingdom via Suez, Canal, Vanuatu
The P. & O. Royal Mail Steamers to London via Suez, Canal, Suez, France, etc.
The P. & O. Branch Service of Steamers to London via Suez, Canal, Suez, France, etc.
The New Zealand Shipping Co. Steamers for Southampton via Suez, Canal, Suez, France, etc.

SAILINGS TO SHANGHAI AND JAPAN

"TOKILIA"	6,405	14th May, D.L.	Amoy, Moji & Kobe.
"MALWA"	10,941	30th May, Noon	Singapore, Moji & Kobe.
"TALMA"	10,000	2nd June	Moji & Kobe.
"KIDDERPORE"	5,334	6th June	Shanghai & Kobe.
"ARAFURA"	6,000	7th June	Moji & Kobe.
"KARMA"	8,098	13th June	Singapore, Moji & Kobe.
"SOUDAN"	8,698	14th June	Shanghai.
"TANDA"	8,955	23th June	Moji & Kobe.
"MALWA"	10,941	27th June	Singapore, Moji & Kobe.
"ST. ALBANS"	4,000	28th July	Moji & Kobe.
"DEVANHA"	8,092	11th July	Singapore, Moji & Kobe.
"TAKADA"	6,949	21st July	Moji & Kobe.
"MANUFA"	10,902	23th July	Singapore, Moji & Kobe.
"SICILIA"	8,813	29th July	Shanghai.
"NAGOYA"	6,354	1st Aug.	Singapore, Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KALYAN"	9,118	8th Aug.	Singapore, Moji & Kobe.
"KASABHIND"	11,423	22nd Aug.	do.
"KASHGAR"	8,840	3th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Singapore, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,000	4th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Singapore, Moji & Kobe.
"KARMA"	8,098	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"TALMA"	10,000	15th Nov.	Singapore, Moji & Kobe.
"KALYAN"	9,118	29th Nov.	do.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,989	12th Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Man-uring not more than 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
Agents.

32, Des Vaux Road Central, HONGKONG.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Part.	Steamers	Date of Departure
HONGKONG, PAKHOI & HAIPHONG	"YUNNAN"	On 27th May 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 27th May 2 p.m.
SHANGHAI	"SUIVANG"	On 27th May 2 p.m.
HONGKONG & BANGKOK	"CHEYAN"	On 1st June 2 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 3rd June 2 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 4th June 2 p.m.
WUHAIR, CHEFOO & TIEN-TIN	"KUEICHOW"	On 4th June 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSI"	On 4th June 2 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TAMING"	On 10th June 10 a.m.
SWATOW & BANGKOK	"KAYING"	On 10th June 2 p.m.
HONGKONG, SINGAPORE & BANGKOK	"CHINRU"	On 12th June 2 p.m.
WUHAIR, CHEFOO & TIEN-TIN	"RUICHOW"	On 14th June 2 p.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Peking, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Telephone Central 38. Agents. CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Iloilo, Thura, Is. & Aus. Ports.
"CHANGSHA"	In Port	28th May, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents. Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sails on or about 3rd June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (EUROPE).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA, AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NIPPON" Sails about 3rd June.
S.S. "GERANIA" Sails about 20th June.
S.S. "ROSANDRA" Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA" Sails about 7th June.
S.S. "SILVIO PELLICO" Sails about 4th July.
S.S. "NIPPON" Sails about 8th July.
S.S. "ROSANDRA" Sails about 7th August.

* Cargo only.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails about 10th June.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

STROTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

U.S.S. "West Chopaka" Due Hongkong 31st May
Leave Hongkong 3rd June
U.S.S. "West Carmona" Due Hongkong 12th June
Leave Hongkong 14th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND POINTS.

FOR MANILA, CEBU AND ZAMBOANGA.

U.S.S. "West Cajoot" Due Hongkong 2nd July
Leave Hongkong 4th July
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR SAIGON, SINGAPORE, ZAMBOANGA, CEBU

AND MANILA.
U.S.S. "West Mantop" Due Hongkong 8th June
Leave Hongkong 11th June

For Full Information, Apply to—

STROTHERS & BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES-INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building, Phone No. Central 2008.
G.P. BRADFORD, Res. Agent.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG

For CANTON
For HAIPHONG via Hoihow & Pakhoi
S.S. "TAKAWA MARU" on or about 20th May.
For KEELUNG via Swatow & Amoy.
S.S. "NANTO MARU No. 1" on or about 9th June.

For further particulars, please apply to—
Branch Office: No. 27, Bonham Strand West. Tel. Central No. 158.
S. MITARAI, Agents: Top Floor King's Building. Tel. Central Nos. 140 & 4457.

